

07-31-2015 LETTING ITEM 091

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL AID PROJECT**
 FAU ROUTE 2505 (RANDALL ROAD)
 INTERSTATE 88 TO OAK STREET
 RESURFACING
 SECTION 15-00055-00-RS
 PROJECT M-4003(491)
 NORTH AURORA
 KANE COUNTY
 C-91-256-15

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61B41		

SEE SHEET 2 FOR
 INDEX OF SHEETS



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

APPROVED 2-23-2015
Dale Berman
 VILLAGE OF NORTH AURORA

PASSED 4-1-2015
C. Holt
 DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELASING FOR
 E BASED ON
 LIMITED R:VIEW April 23 2015
[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

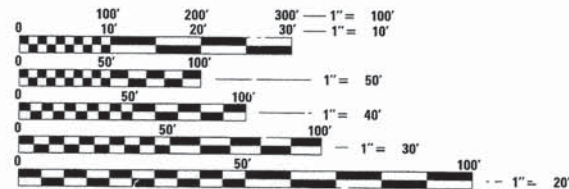
[Signature]
 JAMES J. BIBBY
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER
 NO. 062-039785 EXPIRES 11-30-15

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E., PTOE (847-705-4203) SCHAUMBURG, IL

TRAFFIC DATA
 ADT (2013) = 18,500
 POSTED SPEED LIMIT = 45 MPH
 DESIGN SPEED = 55 MPH
 CLASSIFICATION = MINOR ARTERIAL

REMPE-SHARPE
 CONSULTING ENGINEERS
 IL P.D.F. LICENSE NO. 184-000896
 324 WEST STATE STREET - GENEVA, ILLINOIS 60134
 Telephone (630) 232-0827 - Fax (630) 232-1629

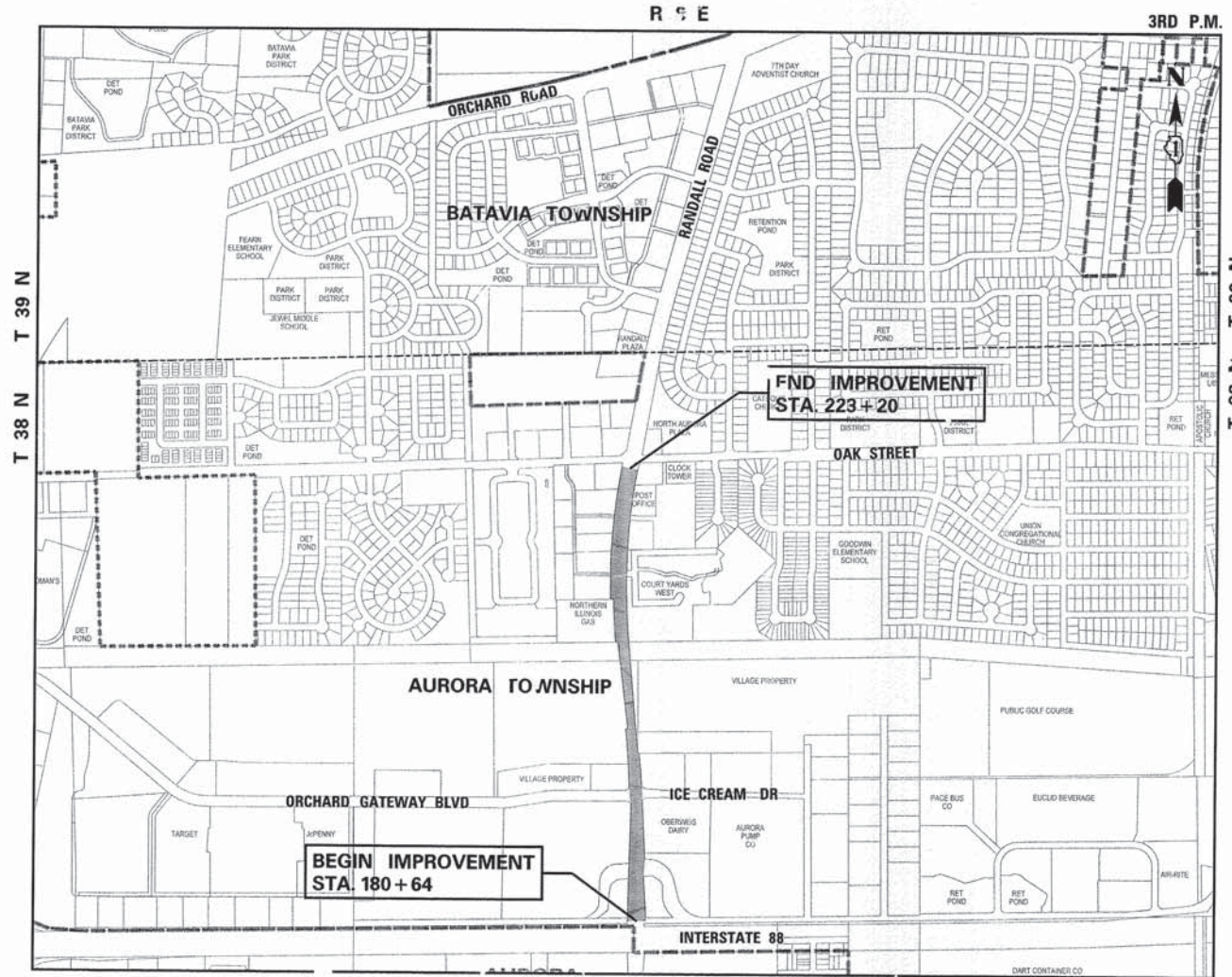


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

PROJECT ENGINEER - JAMES J. BIBBY, P.E.
 PROJECT MANAGER - JAMES J. BIBBY, P.E.

CONTRACT NO. 61B41



AURORA TOWNSHIP
 PROJECT LOCATION (TYP)

LOCATION MAP
 NO SCALE

GROSS LENGTH OF IMPROVEMENT: 4,256 LF = 0.81 MILES
 NET LENGTH OF IMPROVEMENT: 4,256 LF = 0.81 MILES

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GENERAL NOTES

1. SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS:

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JAN. 1, 2015. (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2015, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT.

2. EXISTING UTILITIES:

EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE UTILITY COMPANIES, VILLAGE, AND FIELD SURVEYS. THE ACCURACY AND COMPLETENESS OF SAID INFORMATION IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE, NATURE, AND EXACT LOCATIONS OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS. THE CONTRACTOR SHALL GIVE PRIOR NOTIFICATION TO THE UTILITY COMPANIES AND THE VILLAGE OF HIS INTENTION TO BEGIN WORK.

SHOULD CERTAIN EXISTING UTILITY FACILITIES INTERFERE WITH THE PROPOSED CONSTRUCTION, THEY WILL HAVE TO BE REMOVED AND RELOCATED BY THE UTILITY COMPANIES. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE THIS WORK WITH ALL AFFECTED UTILITY COMPANIES AND THE VILLAGE SO AS TO INSURE THE TIMELY COMPLETION AND MAINTENANCE OF SAID UTILITY FACILITIES.

THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THE INTERFERENCE WITH OR DAMAGE TO ANY EXISTING UTILITY FACILITY AND APPURTENANCES SUCH AS WATER MAINS, SEWERS, GAS MAINS, ELECTRIC AND SIGNAL CABLES, CONDUITS, ETC., RESULTING FROM THE OPERATIONS OF HIS EQUIPMENT OR MEN AND SHALL REPAIR OR REPLACE SAME AT HIS OWN EXPENSE AND WITH THE LEAST POSSIBLE DELAY. NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY EXPENSES INCURRED BECAUSE OF THE DELAYS, INCONVENIENCES, OR INTERRUPTIONS TO HIS WORK RESULTING FROM COMPLIANCE WITH THE ABOVE REQUIREMENTS.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OR BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOUR NOTIFICATION REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF NORTH AURORA.

2. PROTECTION OF PUBLIC/PRIVATE PROPERTY:

THE CONTRACTOR SHALL PROTECT ALL EXISTING TREES SCHEDULED TO REMAIN, SHRUBS, FENCES, DRAIN LINES, POWER LINES, AND OTHER PUBLIC/PRIVATE PROPERTY. ANY ITEM THAT IS DAMAGED SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

3. EXISTING STREET CLEANLINESS:

THE CONTRACTOR SHALL MAINTAIN THE SITES IN A CLEAN AND ORDERLY MANNER. DEBRIS AND SURPLUS MATERIAL REMOVAL AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE OWNER OR THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE.

THE CONTRACTOR SHALL KEEP THE EXISTING AND ADJACENT STREET PAVEMENT CLEAN OF DIRT, MUD, AND OTHER DEBRIS AND, WHEN NECESSARY, CLEAN SAID PAVEMENTS ON A DAILY BASIS WITH A STREET SWEEPER. THE COST FOR CLEANING STREET PAVEMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

4. REMOVAL, MAINTENANCE AND RESETTING EXISTING STREET SIGNS AND STOP SIGNS:

EXISTING STREET SIGNS, AND STOP SIGNS WHICH INTERFERE WITH CONSTRUCTION SHALL BE REMOVED AND TEMPORARILY RELOCATED DURING CONSTRUCTION BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25. AFTER THE WORK HAS BEEN SUBSTANTIALLY COMPLETED, SAID SIGNS SHALL BE RESET AT A LOCATION SPECIFIED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT WITH NO ADDITIONAL COMPENSATION ALLOWED. ANY SIGN DAMAGED OR LOST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. TEMPORARY STOP SIGNS SHALL BE PLACED AS REQUIRED BY THE ENGINEER AS PART OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEM.

5. CONSTRUCTION LIMITS:

THE CONTRACTOR SHALL CONFINE HIS OPERATIONS WITHIN THE DEDICATED ROADWAY RIGHT-OF-WAY OR EASEMENTS OBTAINED BY THE VILLAGE OF NORTH AURORA. ANY DAMAGE OUTSIDE OF SAID RIGHT-OF-WAY OR EASEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

6. SAWCUTTING:

THE CONTRACTOR SHALL MAKE ALL SAW CUTS REQUIRED FOR THE REMOVAL OF CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, BITUMINOUS PAVEMENTS OR AS DIRECTED BY THE ENGINEER. THE COST FOR SAW CUTTING SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEM AND SHALL NOT BE MEASURED SEPARATELY FOR PAVEMENT.

7. SOIL REPORT:

GEOTECHNICAL SOILS REPORTS AND OTHER ADVANCED PLANNING DOCUMENTS WERE PREPARED FOR THIS PROJECT AND ARE AVAILABLE FOR BIDDERS' REVIEW BY CONTACTING THE LEAD LOCAL AGENCY AT TELEPHONE NUMBER (630) 897-8228.

INDEX OF SHEETS

NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, APPLICABLE HIGHWAY STANDARDS, GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS AND DETAILS
6	SCHEDULE OF QUANTITIES
7-9	RANDALL ROAD RESURFACING PLANS
10-12	RANDALL ROAD STRIPING PLANS
13	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
14	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
15	CURB AND GUTTER AND REMOVAL AND REPLACEMENT
16	BUTT JOINT AND HMA TAPER DETAILS
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTIONS AND DRIVEWAYS
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
20	ARTERIAL ROAD INFORMATION SIGN
21	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
22	DISTRICT ONE-DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATEWIDE HIGHWAY STANDARDS

IDOT NO.	STANDARD DRAWINGS
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-03	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
631006-08	TRAFFIC BARRIER TERMINAL, TYPE 1B
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
701301-04	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

DISTRICT ONE DETAILS

STANDARD	TITLE
BD-8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB AND GUTTER AND REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTIONS AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

FILE NAME = N:\dgn\NA\NA527_RandallResurfacingSouth	USER NAME = .USER. sheets\NA527_02index_notes_quan.dgn	DESIGNED - CHECKED -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, APPLICABLE HIGHWAY STANDARDS, GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1.00 ft / in.	DRAWN -	REVISED -	2505			15-00055-00-RS	KANE	22	2	
PLOT DATE = 3/11/2015	CHECKED -	REVISED -	SCALE: NONE SHEET NO. 2 OF 22 SHEETS STA. TO STA.			CONTRACT NO. 61B41				
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	25.00	25.00
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	25.00	25.00
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	25.00	25.00
20200100	EARTH EXCAVATION	CU YD	2.00	2.00
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,452.00	1,452.00
25000210	SEEDING, CLASS 2A	ACRE	0.30	0.30
25100630	EROSION CONTROL BLANKET	SQ YD	1,452.00	1,452.00
28000500	INLET AND PIPE PROTECTION	EACH	12.00	12.00
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	20,500.00	20,500.00
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20.00	20.00
40600982	HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	330.00	330.00
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	3,900.00	3,900.00
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,000.00	3,000.00
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5"	SQ FT	300.00	300.00
42400800	DETECTABLE WARNINGS	SQ FT	48.00	48.00
44000100	PAVEMENT REMOVAL	SQ YD	100.00	100.00
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	30,100.00	30,100.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	40.00	40.00
44000600	SIDEWALK REMOVAL	SQ FT	300.00	300.00
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	6.00	6.00
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	127.00	127.00
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	94.00	94.00
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	457.00	457.00
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,600.00	4,600.00
48101498	AGGREGATE SHOULDER, TYPE B 4"	SQ YD	300.00	300.00

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1.00	1.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	40.00	40.00
* 63000009	STEEL BEAM GUARDRAIL, TYPE B, 9 FOOT POSTS	FOOT	1,406.00	1,406.00
* 63100041	TRAFFIC BARRIER TERMINAL, TYPE 1B	EACH	2.00	2.00
* 63200310	GUARDRAIL REMOVAL	FOOT	1,406.00	1,406.00
67100100	MOBILIZATION	L SUM	1.00	1.00
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.00	1.00
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1.00	1.00
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.00	1.00
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2.00	2.00
70300100	SHORT TERM PAVEMENT MARKING	FOOT	6,000.00	6,000.00
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,000.00	2,000.00
* 78000100	THERMO PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ FT	567.00	567.00
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	20,530.00	20,530.00
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,965.00	1,965.00
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	165.00	165.00
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	356.00	356.00
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	164.00	164.00
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	100.00	100.00
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,000.00	1,000.00
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	180.00	180.00
* 88600100	DETECTOR LOOP, TYPE 1	FOOT	50.00	50.00
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	4.00	4.00
X6350120	DELINEATOR REMOVAL	EACH	50.00	50.00
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.40	51.40
* Z0052550	REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 B	EACH	2.00	2.00

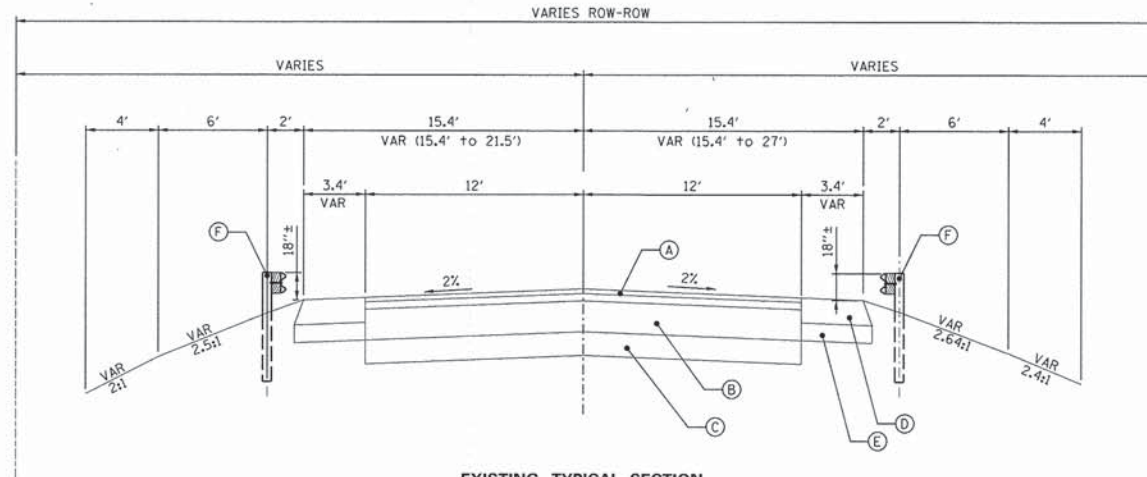
* SPECIALTY ITEMS

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PLOT SCALE = 1.00 ft / in. PLOT DATE = 3/11/2015				SCALE: NONE SHEET NO. 3 OF 22 SHEETS STA. TO STA.		CONTRACT NO. 61B41 FED. ROAD DIST. NO. ILLINOIS FED. PROJECT				

HOT MIX ASPHALT MIXTURE REQUIREMENT

ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 (IL 9.5 mm), 1 3/4"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"	4% @ 70 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0, N70)	4% @ 70 GYR

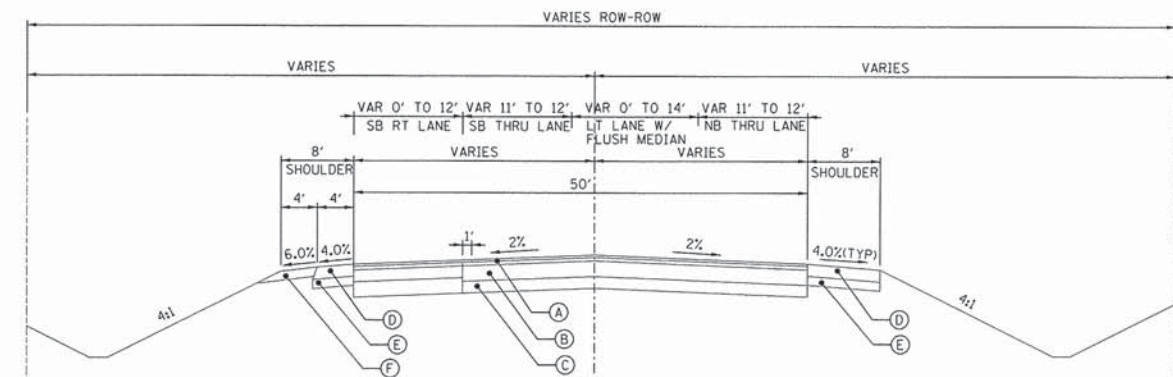
NOTE:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112#/SY-IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.



**EXISTING TYPICAL SECTION
STA. 180+64 TO STA. 187+35, RANDALL ROAD**

LEGEND

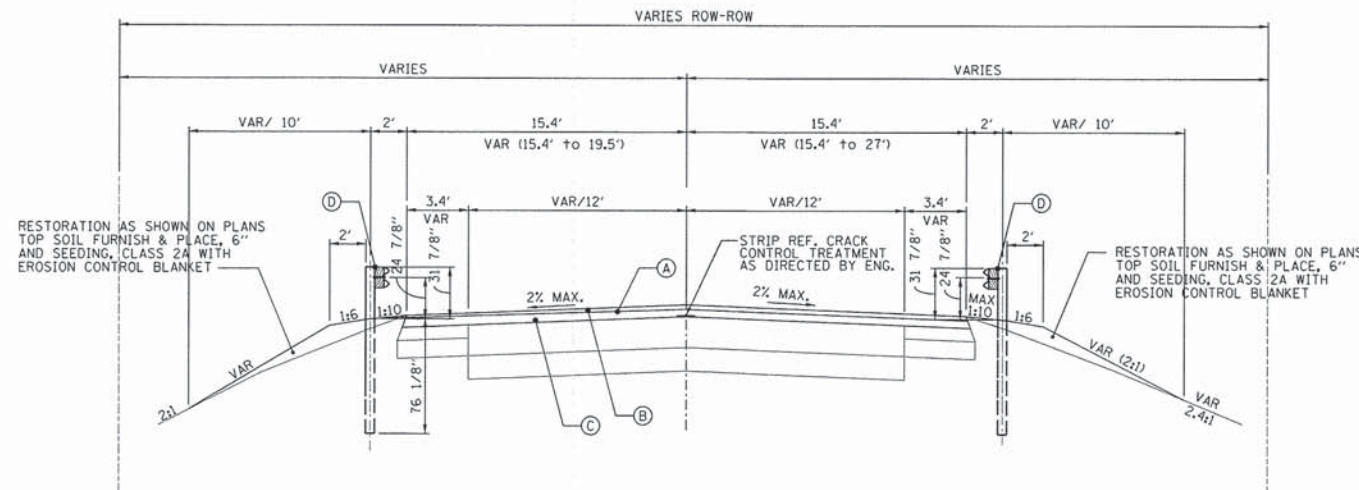
- (A) EXISTING HMA SURFACE COURSE VAR (1 1/2" TO 2")
- (B) EXISTING HMA BASE COURSE VAR (10" TO 14")
- (C) EXISTING AGGREGATE BASE VAR (6")
- (D) EXISTING HMA SHOULDER - 8"
- (E) EXISTING AGGREGATE BASE - 6"
- (F) EXISTING GUARDRAIL TO REM & REPLACE



**EXISTING TYPICAL SECTION
STA. 187+35 TO STA. 209+90, RANDALL ROAD**

LEGEND

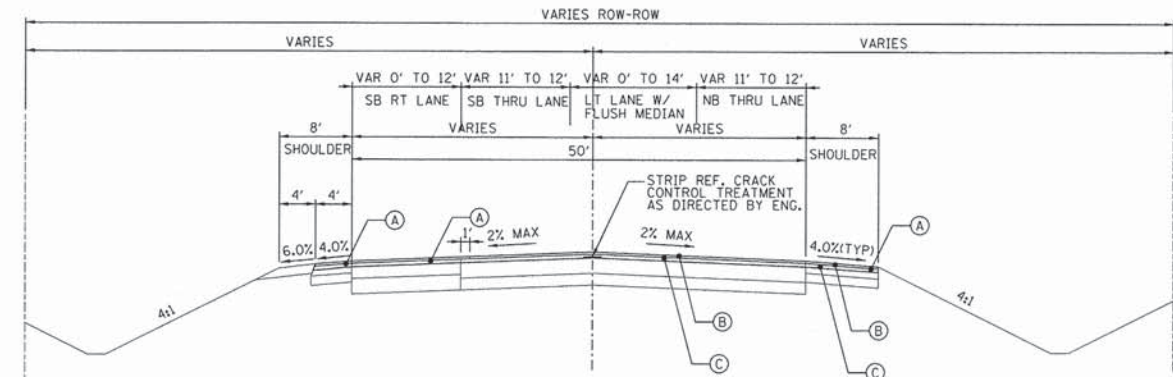
- (A) EXISTING HMA SURFACE COURSE VAR (2 1/2" TO 8")
- (B) EXISTING HMA BASE COURSE VAR (0" TO 14")
- (C) EXISTING AGGREGATE BASE VAR (5" TO 8")
- (D) EXISTING HMA SHOULDER - 8"
- (E) EXISTING AGGREGATE BASE - 6"
- (F) EXISTING AGGREGATE SHOULDERS - 6"



**PROPOSED TYPICAL SECTION
STA. 180+64 TO STA. 187+35, RANDALL ROAD**

LEGEND

- (A) HMA SURFACE REMOVAL, 4"
- (B) HMA SURFACE COURSE, MIX D, N70, 1 3/4"
- (C) HMA BINDER COURSE, IL-19.0, N70, 2 1/4"
- (D) PROPOSED GUARDRAIL

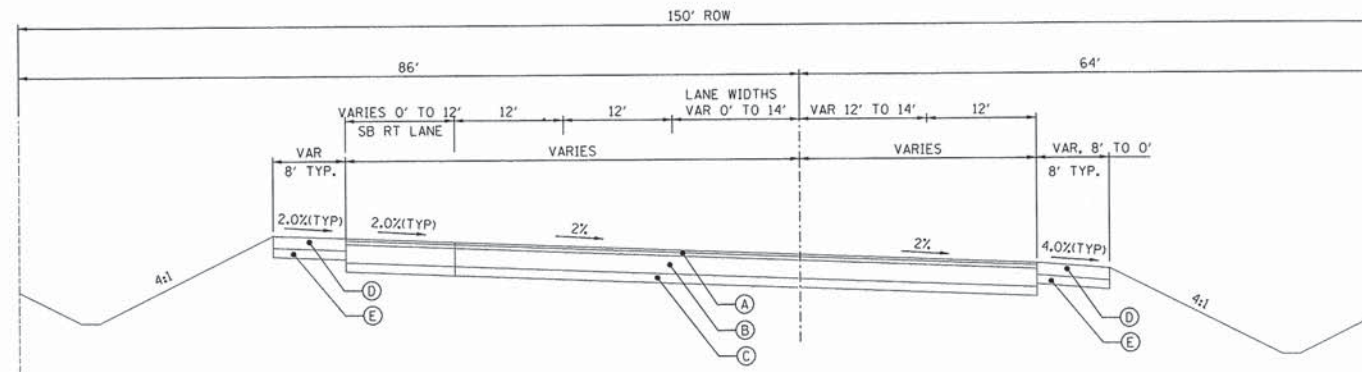


**PROPOSED TYPICAL SECTION
STA. 187+35 TO STA. 209+90, RANDALL ROAD**

LEGEND

- (A) HMA SURFACE REMOVAL, 4"
- (B) HMA SURFACE COURSE, MIX D, N70, 1 3/4"
- (C) HMA BINDER COURSE, IL-19.0, N70, 2 1/4"

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PLOT SCALE = 1.00 ft / in.	DRAWN -	REVISED -	SCALE: N.T.S.			SHEET NO. 4 OF 22 SHEETS	STA. 180+64 TO STA. 209+90	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61B41			
PLOT DATE = 3/11/2015	CHECKED -	REVISED -											



EXISTING TYPICAL SECTION
STA. 209+90 TO STA. 223+20, RANDALL ROAD

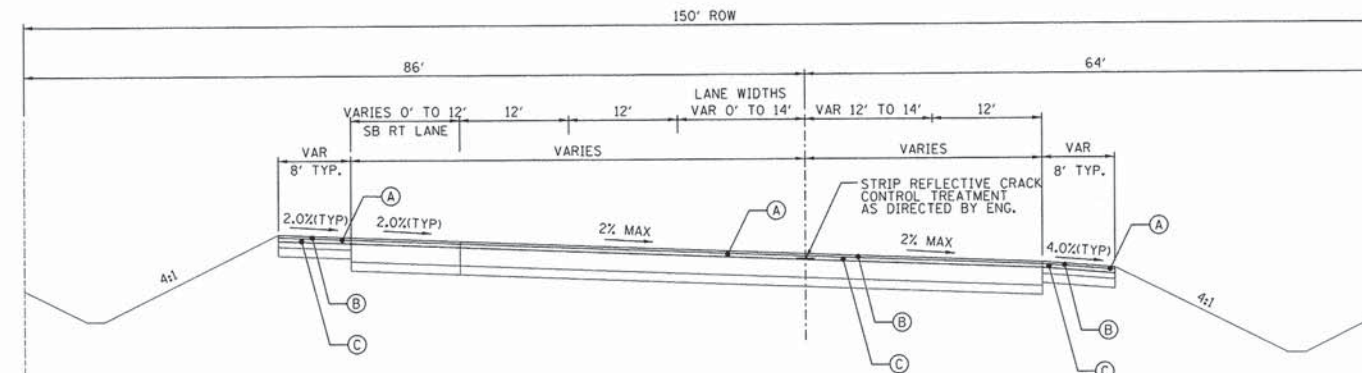
HOT MIX ASPHALT MIXTURE REQUIREMENT

ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 (IL 9.5 mm), 1 3/4"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"	4% @ 70 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0, N70)	4% @ 70 GYR

LEGEND

- (A) EXISTING HMA SURFACE COURSE VAR (2 1/4" TO 5")
- (B) EXISTING HMA/CONC BASE COURSE - VAR (2 3/4" TO 16 1/2")
- (C) EXISTING AGGREGATE BASE - VAR (4 1/2" TO 9")
- (D) EXISTING HMA SHOULDER - 8"
- (E) EXISTING AGGREGATE BASE - 6"

NOTE:
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112#/SY-IN.
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.



PROPOSED TYPICAL SECTION
STA. 209+90 TO STA. 223+20, RANDALL ROAD

LEGEND

- (A) HMA SURFACE REMOVAL, 4"
- (B) HMA SURFACE COURSE, MIX D, N70, 1 3/4"
- (C) HMA BINDER COURSE, IL-19.0, N70, 2 1/4"

FILE NAME = N:\dgn\NAN\AS27_RandallResurfacingSouth	USER NAME = .USER.	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD TYPICAL SECTIONS			F.A.U. RTE. 2505	SECTION 15-00055-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 5
	sheets\NAN\AS27_05TypSections2.dgn	CHECKED -	REVISED -		SCALE: N.T.S.	SHEET NO. 5 OF 22 SHEETS	STA. 209+90 TO STA. 223+20	CONTRACT NO. 61B41				
	PLOT SCALE = 1/8" = 1'-0"	DRAWN -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
	PLOT DATE = 3/11/2015	CHECKED -	REVISED -									

HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT		
LOCATION	OFFSET	AREA (SY)
STA 180+64	0	21
STA 192+52	56' LT	62
STA 192+44	72' RT	25
STA 205+46	33' LT	23
STA 209+60	35' LT	28
STA 209+15	40' LT	14
STA 213+36	86' LT	21
STA 213+09	64' RT	14
STA 213+60	64' RT	14
STA 218+74	86' LT	21
STA 218+69	69' RT	22
STA 221+93	64' RT	12
STA 222+19	64' RT	12
STA 223+20	0	41
TOTAL		330

THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE LINE	
LOCATION	QUANTITY (LF)
STA 180+64 TO STA 190+98, LT	1035
STA 180+64 TO STA 191+50, RT	1086
STA 194+11 TO STA 213+00, LT	1892
STA 193+27 TO STA 218+48, RT	2501
STA 214+00 TO STA 218+52, LT	480
STA 218+91 TO STA 221+28, RT	318
STA 219+34 TO STA 223+20, LT	388
STA 222+30 TO STA 223+20, RT	98
TOTAL	7798

THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW	
LOCATION	LENGTH (LF)
STA 180+64 TO STA 185+40	952
STA 185+40 TO STA 188+78	1352
STA 188+78 TO STA 191+85	614
STA 192+92 TO STA 200+16	2896
STA 200+16 TO STA 209+80	1948
STA 209+80 TO STA 211+75	740
STA 211+75 TO STA 212+95	240
STA 214+00 TO STA 218+25	1700
STA 219+05 TO STA 223+20	1660
TOTAL	12102

THERMOPLASTIC PAVEMENT MARKING 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)	
LOCATION	LENGTH (LF)
STA 209+80 TO STA 212+95, LT	85
STA 210+20 TO STA 212+95, RT	75
STA 214+00 TO STA 218+25, LT	125
STA 214+00 TO STA 218+25, RT	125
STA 219+05 TO STA 223+20, LT	110
STA 219+05 TO STA 223+20, RT	110
TOTAL	630

INLET AND PIPE PROTECTION			
LOCATION	OFFSET	QUANTITY (EA)	
		INLET	PIPE
STA 192+10	62' RT		1
STA 192+16	58' RT	1	
STA 192+75	55' RT	1	
STA 192+83	58' RT		1
STA 212+83	58' LT		1
STA 212+87	65' LT		1
STA 218+19	44' RT		1
STA 218+27	66' LT		1
STA 219+18	66' LT		1
STA 219+28	44' RT		1
STA 221+48	45' RT		1
STA 222+89	44' RT		1
TOTAL			12

CLASS D PATCHES, 10"		
LOCATION	AREA (SY)	TYPE
STA 181+99, RT	5	II
STA 182+63, LT	12	II
STA 182+72, RT	18	III
STA 184+00, LT	5	II
STA 184+50, LT	5	II
STA 184+98, RT	40	IV
STA 187+20, RT	54	IV
STA 187+55, RT	27	IV
STA 188+93, LT	3	I
STA 189+83, LT	18	III
STA 195+17, RT	6	II
STA 195+76, RT	8	II
STA 196+31, RT	12	II
STA 197+53, LT	3	I
STA 197+89, LT	14	II
STA 198+21, RT	9	II
STA 200+57, LT	9	II
STA 200+59, RT	14	II
STA 201+02, RT	20	III
STA 202+00, RT	45	IV
STA 205+09	56	IV
STA 207+19, RT	54	IV
STA 208+10, RT	18	III
STA 208+35, RT	14	II
STA 212+02, LT	27	IV
STA 212+32, RT	80	IV
STA 214+39, RT	34	IV
STA 217+22, LT	40	IV
STA 218+45, RT	14	II
STA 219+21, LT	20	III
TOTAL	6	I
TOTAL	127	II
TOTAL	94	III
TOTAL	457	IV

THERMOPLASTIC PAVEMENT MARKING 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)	
LOCATION	LENGTH (LF) SOLID LINE
STA 187+05 TO STA 189+10, RT	51
STA 194+60 TO STA 196+35, LT	44
STA 195+74 TO STA 197+99, LT	56
STA 210+20 TO STA 211+75, RT	39
STA 215+05 TO STA 216+75, LT	43
STA 220+10 TO STA 222+50, LT	60
STA 220+25 TO STA 222+40, RT	54
STA 220+43 TO STA 222+08, LT	41
STA 215+75 TO STA 217+10, RT	35
TOTAL	423

THERMOPLASTIC PAVEMENT MARKING 6" SOLID WHITE LINE	
LOCATION	QUANTITY (LF)
STA 189+10 TO STA 191+85, RT	275
STA 192+51, RT	34
STA 192+99 TO STA 195+74, LT	275
STA 192+99 TO STA 194+60, LT	180
STA 211+75 TO STA 212+95, LT	120
STA 214+00 TO STA 215+05, LT	105
STA 217+10 TO STA 218+25, RT	84
STA 218+48 TO STA 218+91, RT	115
STA 219+05 TO STA 220+10, LT	105
STA 219+38 TO STA 220+43, LT	105
STA 221+28 TO STA 222+33, RT	84
STA 222+40 TO STA 223+20, RT	80
TOTAL	1542

ADA SIDEWALK RAMPS			
LOCATION	SIDEWALK REMOVAL (SF)	PCC SIDEWALK, 5" (SF)	DETECTABLE WARNING (SF)
STA 218+49, 67' RT	50	50	8
STA 218+93, 64' RT	35	35	8
STA 221+77, 60' RT	55	55	8
STA 222+35, 60' RT	35	35	8
STA 223+85, 60' RT	125	125	16
TOTAL	300	300	48

COMBINATION C&G REMOVAL AND COMBINATION C&G TY B-6.12		
LOCATION	REMOVAL QUANTITY (LF)	TY B-6.12 QUANTITY (LF)
STA 210+45, 30 LT	10	10
STA 218+49, 67' RT	16	16
STA 223+85, 60' RT	14	14
TOTAL	40	40

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
LOCATION	OFFSET	QUANTITY (EACH)
STA 192+27	51' RT	1
STA 192+64	52' RT	1
STA 192+82	41' RT	1
STA 219+00	61' LT	1
TOTAL		4

THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW DIAGONAL	
LOCATION	LENGTH (LF)
STA 185+40 TO STA 188+78	60
STA 194+60 TO STA 200+16	72
STA 214+00 TO STA 217+06	154
TOTAL	286

THERMOPLASTIC PAVEMENT MARKING 24" SOLID WHITE LINE		
LOCATION	OFFSET	LENGTH (LF)
STA 191+85 TO STA 191+85	0	32
STA 192+41 TO STA 192+85, RT	38'	44
STA 192+99 TO STA 192+99	0	62
STA 218+63 TO STA 218+95, RT	72'	26
TOTAL		164

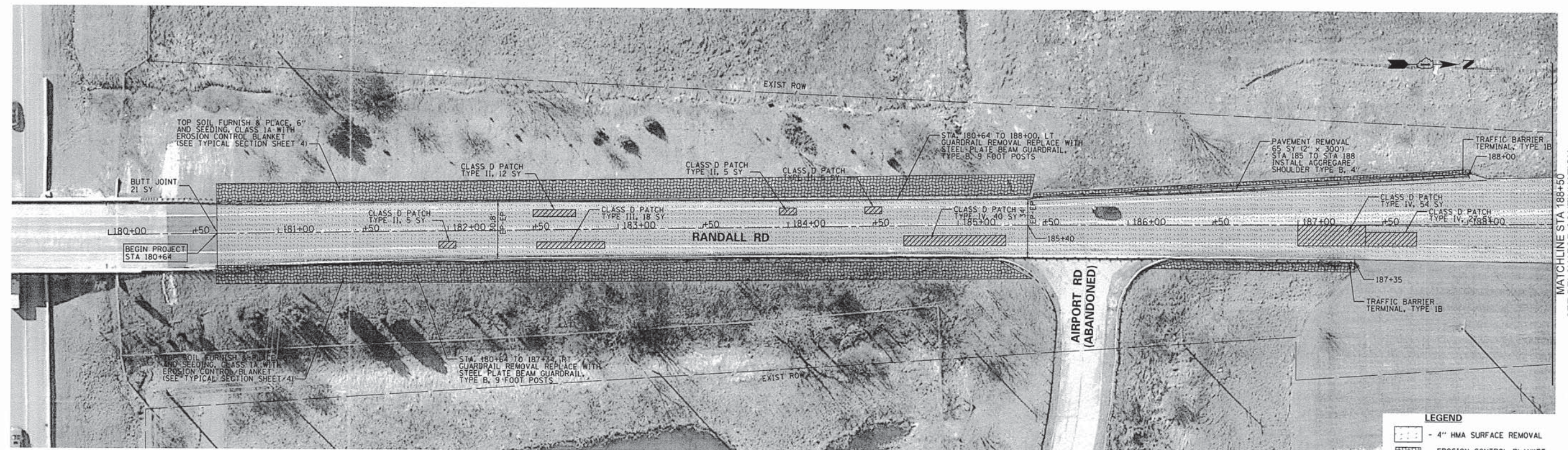
THERMOPLASTIC PAVEMENT MARKING 8" SOLID WHITE LINE	
LOCATION	QUANTITY (LF)
STA 213+12 TO STA 213+46, RT	60
STA 221+84 TO STA 222+01, RT	105
TOTAL	165

THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS		
LOCATION	LETTERS / SYMBOL	AREA (SF)
STA 189+23	ONLY	20.8
STA 189+48	LEFT ARROW	15.6
STA 191+42	ONLY	20.8
STA 191+67	LEFT ARROW	15.6
STA 193+09	LEFT ARROW	15.6
STA 193+34	ONLY	20.8
STA 193+18	RIGHT ARROW	15.6
STA 193+44	ONLY	20.8
STA 194+18	LEFT ARROW	15.6
STA 194+44	ONLY	20.8
STA 195+39	RIGHT ARROW	15.6
STA 195+64	ONLY	20.8
STA 209+00	LANE DROP ARROW	41.5
STA 210+00	LANE DROP ARROW	41.5
STA 211+92	ONLY	20.8
STA 212+17	LEFT ARROW	15.6
STA 214+66	RIGHT ARROW	15.6
STA 214+91	ONLY	20.8
STA 217+24	ONLY	20.8
STA 217+49	LEFT ARROW	15.6
STA 218+71	LEFT ARROW	15.6
STA 218+83	THRU & RIGHT	31.2
STA 219+69	LEFT ARROW	15.6
STA 219+95	ONLY	20.8
STA 220+02	RIGHT ARROW	15.6
STA 220+27	ONLY	20.8
STA 222+56	ONLY	20.8
STA 222+81	LEFT ARROW	15.6
TOTAL		567

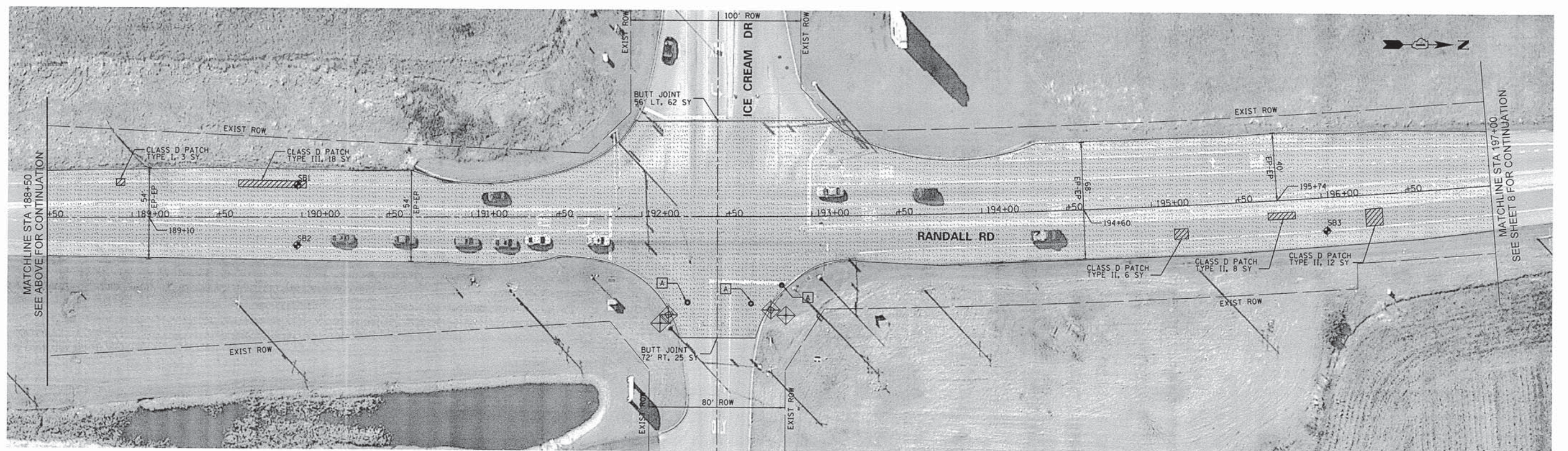
THERMOPLASTIC PAVEMENT MARKING 12" SOLID WHITE LINE	
LOCATION	LENGTH (LF)
STA 213+22 TO STA 213+46	70
TOTAL	70

DETECTOR LOOP, TYPE I	
LOCATION	LENGTH (LF)
STA 221+25, RT	50
TOTAL	50

GUARDRAIL REMOVAL & REPLACEMENT		
LOCATION	GUARDRAIL REMOVAL (LF)	STEEL PLATE BEAM GUARDRAIL (LF)
STA 190+64 TO 188+00, LT	736	736
STA 190+64 TO 187+34, LT	670	670
TOTAL	1406	1406

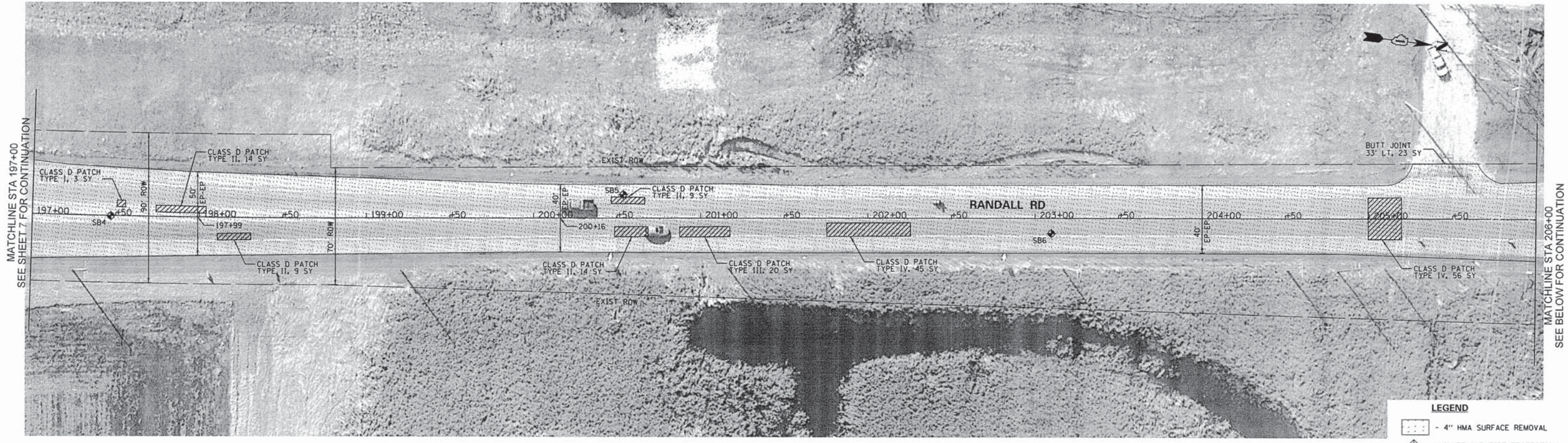


MATCHLINE STA 188+50
SEE BELOW FOR CONTINUATION



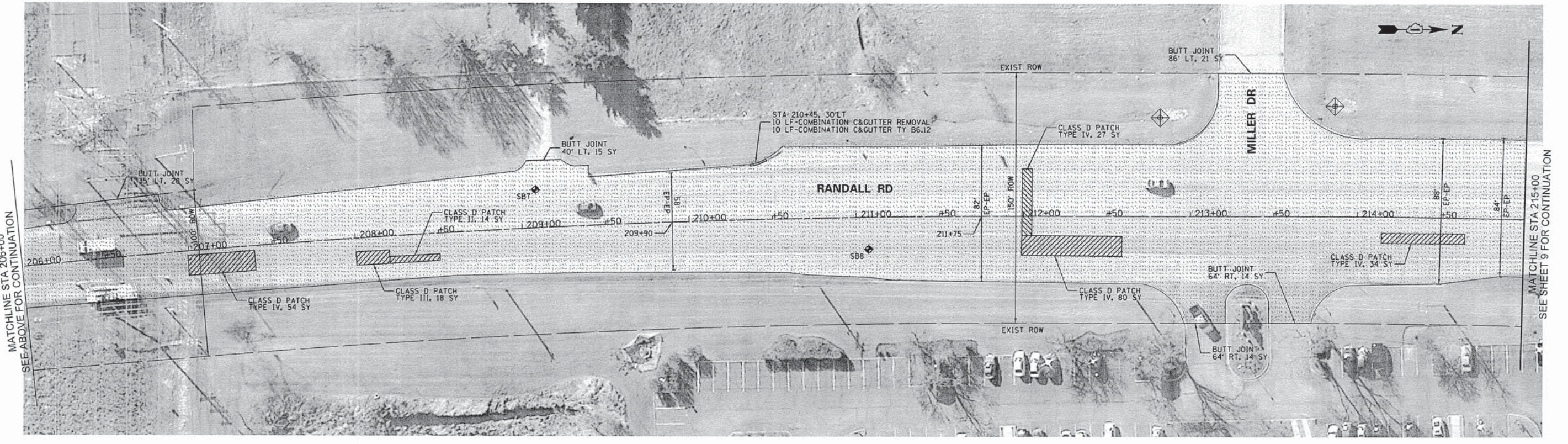
MATCHLINE STA 197+00
SEE SHEET 8 FOR CONTINUATION

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PLOT SCALE = 30.00 ft / in.	DRAWN -	REVISED -	SCALE: 1"=30'			SHEET NO. 7 OF 22 SHEETS	STA. 180+64 TO STA. 197+00	CONTRACT NO. 61B41		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	
PLOT DATE = 2/17/2015	CHECKED -	REVISED -									



LEGEND

	- 4" HMA SURFACE REMOVAL
	- INLET AND PIPE PROTECTION
	- PROPOSED SOIL BORINGS



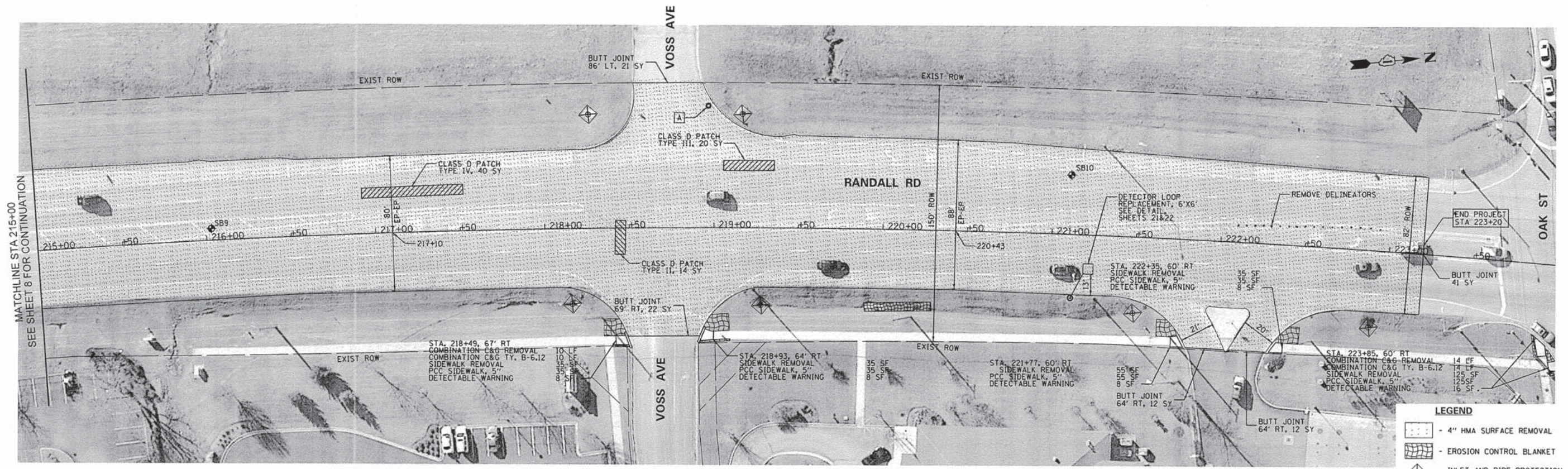
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	PLOT DATE = 2/17/2015	DRAWN -	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD
RESURFACING PLAN**

SCALE: 1"=30' SHEET NO. 8 OF 22 SHEETS STA. 197+00 TO STA. 215+00

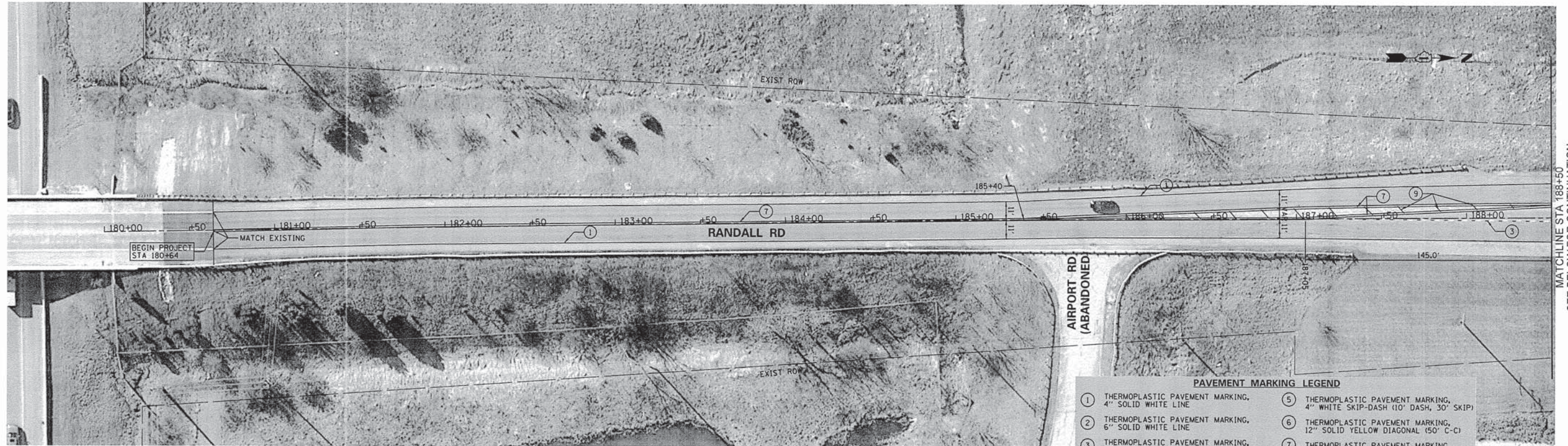
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	8
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61B41		



- LEGEND**
- 4" HMA SURFACE REMOVAL
 - EROSION CONTROL BLANKET
 - INLET AND PIPE PROTECTION
 - SB10
 - PROPOSED SOIL BORINGS

MATCHLINE STA 215+00
SEE SHEET 8 FOR CONTINUATION

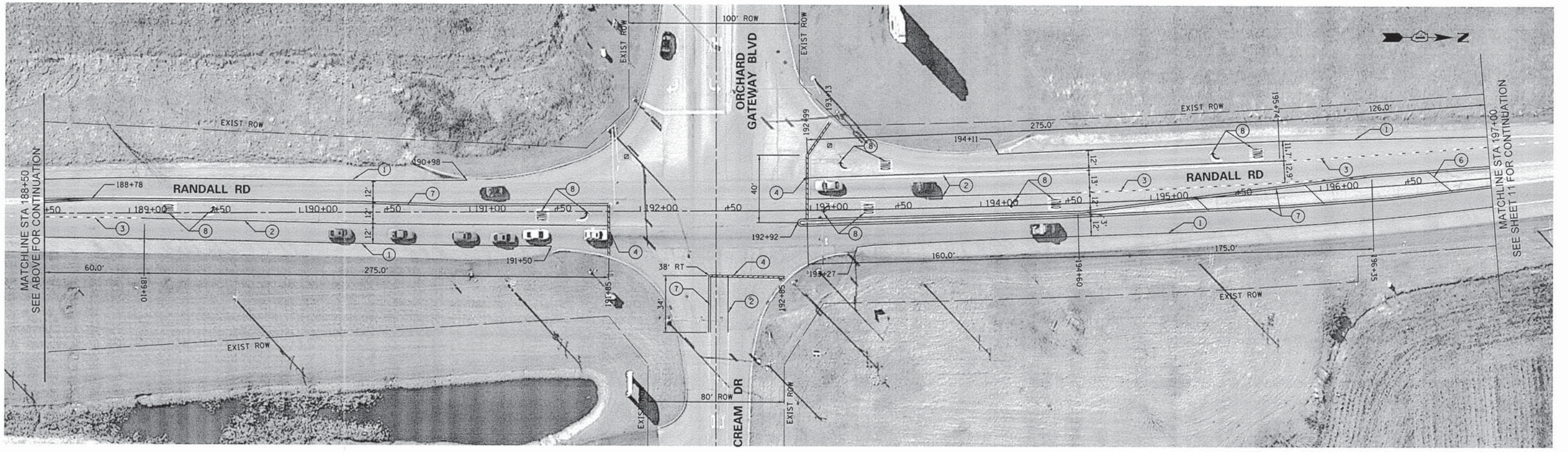
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	PLOT DATE = 2/17/2015	CHECKED -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE: 1"=30'		SHEET NO. 9 OF 22 SHEETS		STA. 215+00 TO STA. 223+20			



PAVEMENT MARKING LEGEND

① THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE	⑤ THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)
② THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE	⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C)
③ THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)	⑦ THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW
④ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE	⑧ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
	⑨ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (30' C-C)

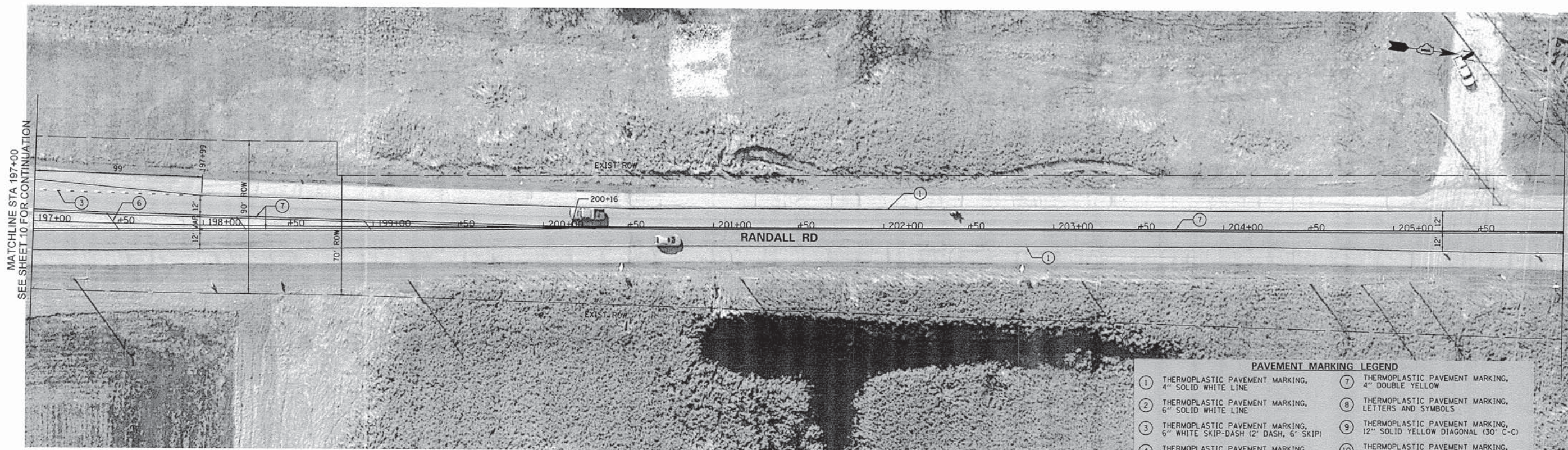
MATCHLINE STA 188+50
SEE BELOW FOR CONTINUATION



MATCHLINE STA 188+50
SEE ABOVE FOR CONTINUATION

MATCHLINE STA 197+00
SEE SHEET 11 FOR CONTINUATION

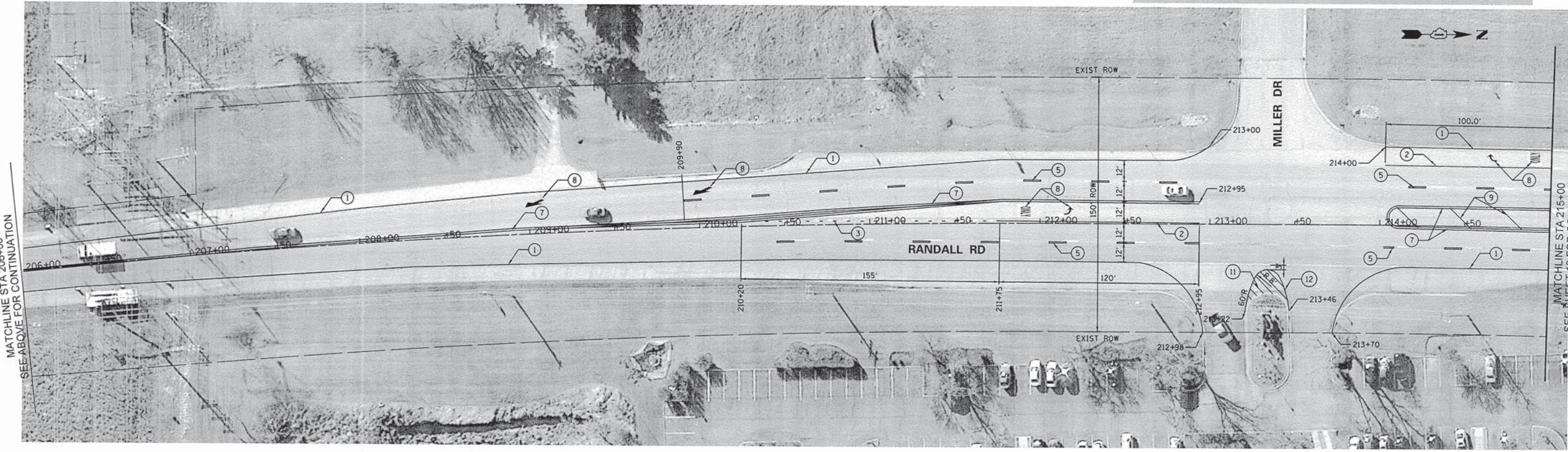
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	PLOT DATE = 2/17/2015	CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE: 1"=30'	SHEET NO. 10 OF 22 SHEETS	STA. 180+64	TO STA. 197+00		



MATCHLINE STA 197+00
SEE SHEET 10 FOR CONTINUATION

MATCHLINE STA 206+00
SEE BELOW FOR CONTINUATION

PAVEMENT MARKING LEGEND			
①	THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE	⑦	THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW
②	THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE	⑧	THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
③	THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)	⑨	THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (30' C-C)
④	THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE	⑩	THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE LINE
⑤	THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)	⑪	THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (5 LINES EVENLY SPACED)
⑥	THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C)	⑫	THERMOPLASTIC PAVEMENT MARKING, 8" SOLID YELLOW LINE

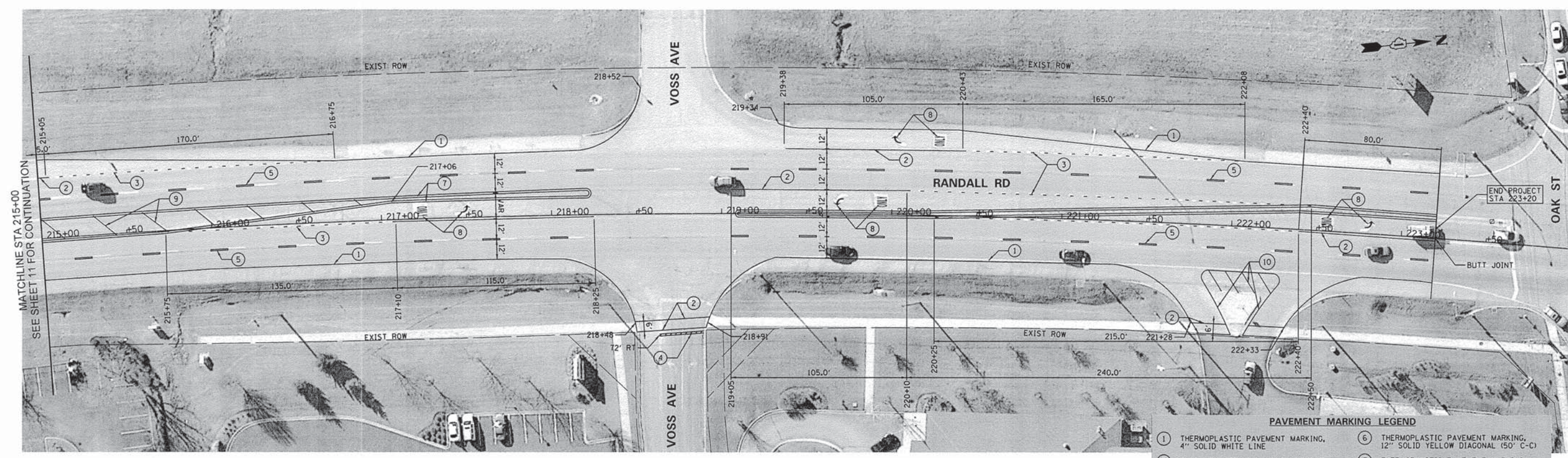


MATCHLINE STA 206+00
SEE ABOVE FOR CONTINUATION

MATCHLINE STA 215+00
SEE SHEET 12 FOR CONTINUATION

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PLOT DATE = 2/17/2015	CHECKED -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: 1"=30' SHEET NO. 11 OF 22 SHEETS STA. 197+00 TO STA. 215+00



MATCHLINE STA 215+00
SEE SHEET 11 FOR CONTINUATION

END PROJECT
STA 223+20

PAVEMENT MARKING LEGEND	
① THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE	⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C)
② THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE	⑦ THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW
③ THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)	⑧ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
④ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE	⑨ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (30' C-C)
⑤ THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)	⑩ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE LINE

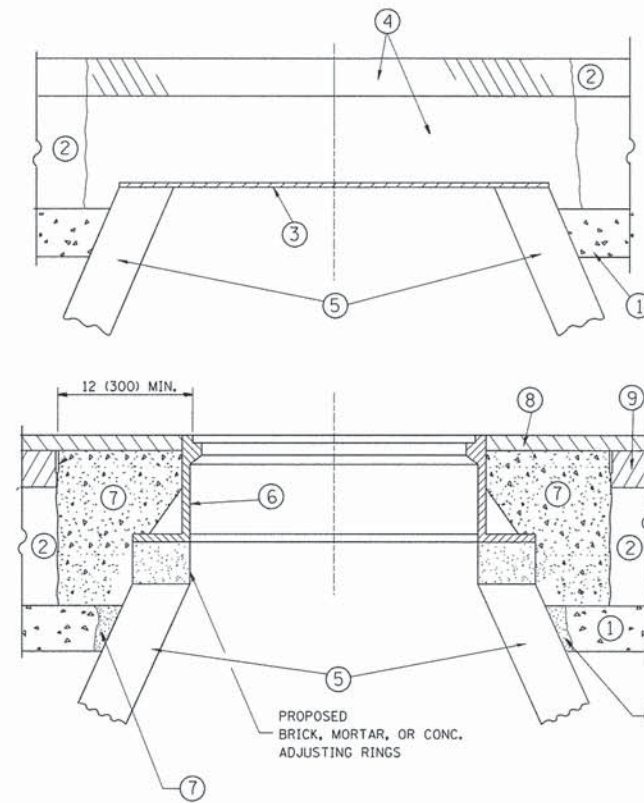
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	PLOT DATE = 3/11/2015	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD
STRIPING PLAN**

SCALE: 1"=30' SHEET NO. 12 OF 22 SHEETS STA. 215+00 TO STA. 223+20

F.A.U. RTE. 2505	SECTION 15-00055-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 12
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 61B41	



NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

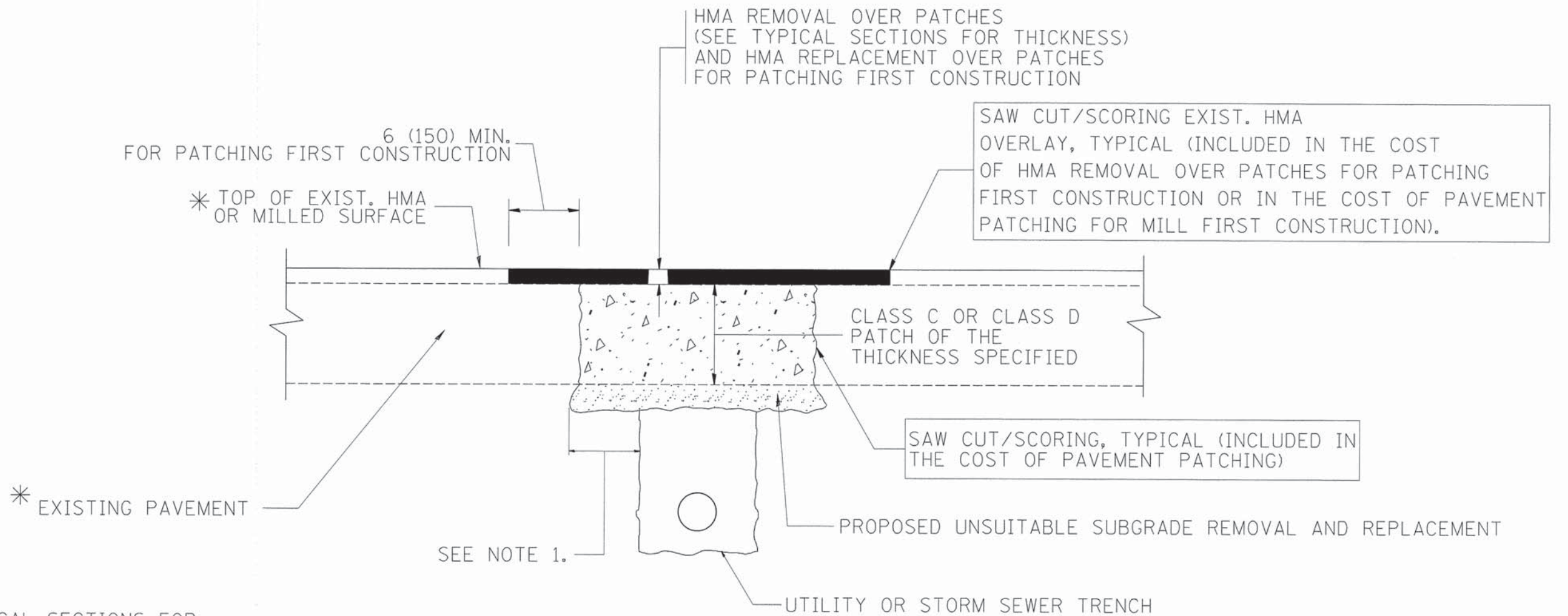
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = USER_	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT DATE = 2/17/2015	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 13 OF 22 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	13
BD600-03 (BD-8)		CONTRACT NO. 61841		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

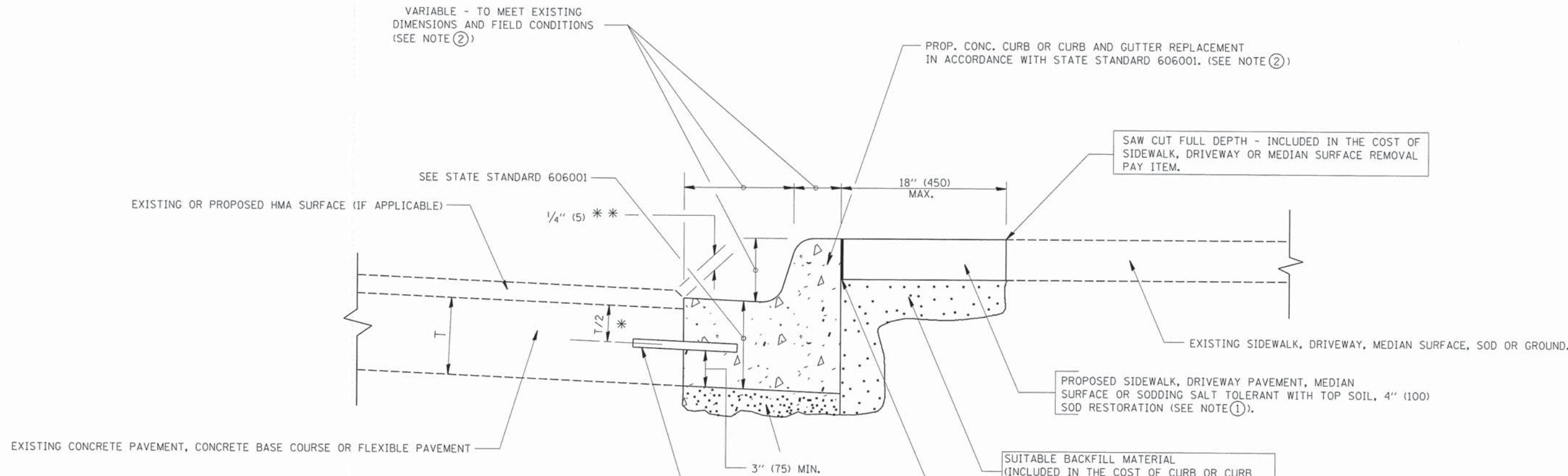
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = .USER.	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\dgn\NA\NA527_RandallResurfacingSouth	sheets\NA527_14PavementPatching_BD-22.dgn	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 14 OF 22 SHEETS	STA.	TO STA.	2505	15-00055-00-RS	KANE	22 14
	PLOT SCALE = 1/8" = 1' / in.	CHECKED -	REVISED - R. BORO 09-04-07						BD400-04 (BD-22)		CONTRACT NO. 61841	
	PLOT DATE = 2/17/2015	DATE - 10-25-94	REVISED - K. ENG 10-27-08						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

NA527_14PavementPatching_BD-22.dgn 2/17/2015 9:44:21 AM



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

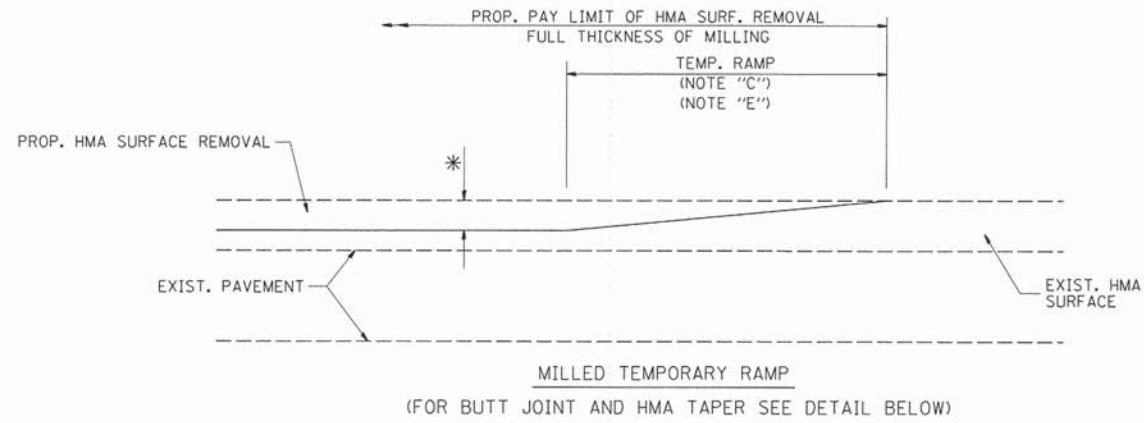
BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

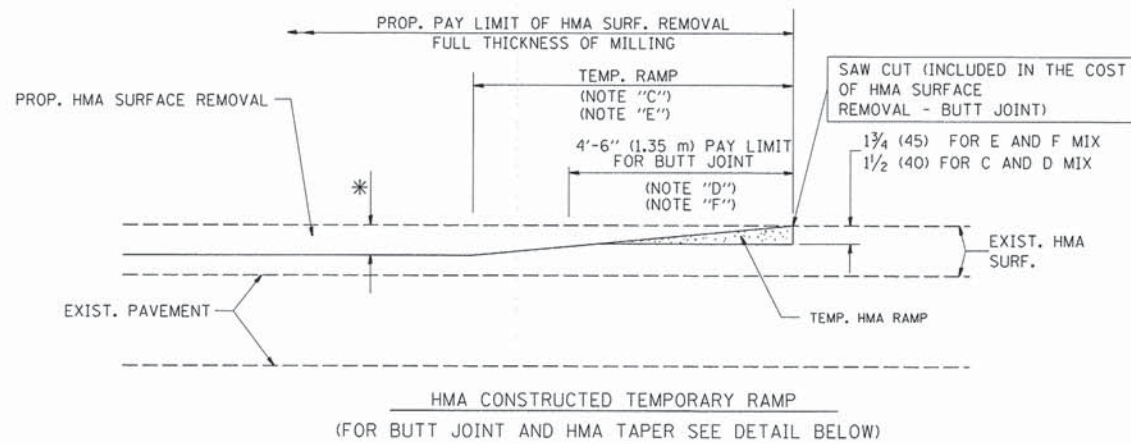
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = .USER.	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						2505	15-00055-00-RS	KANE	22	15	
						BD600-06 (BD-24)		CONTRACT NO. 61841			
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE: NONE		SHEET NO. 15 OF 22 SHEETS		STA.		TO STA.	

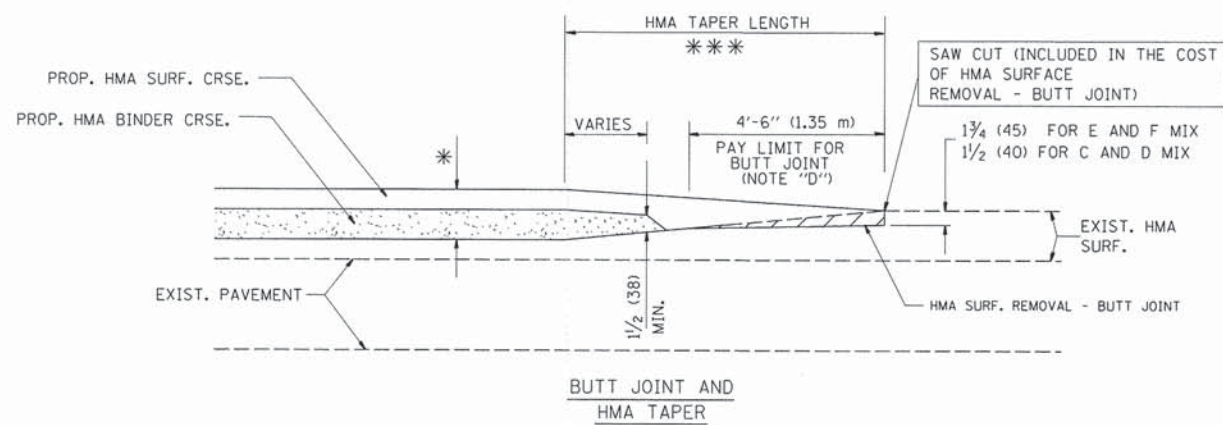
NA527_15CurbandGutterRempl1_BD-24.dgn 2/17/2015 9:45:51 AM



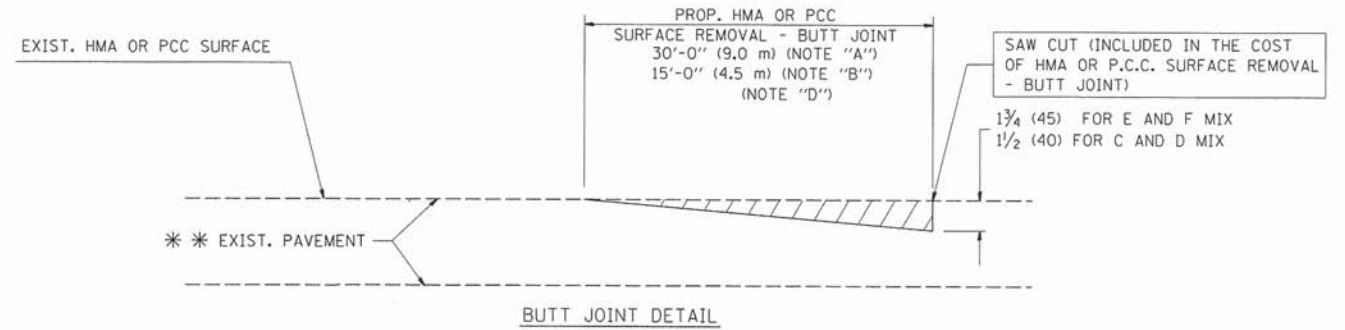
OPTION 1



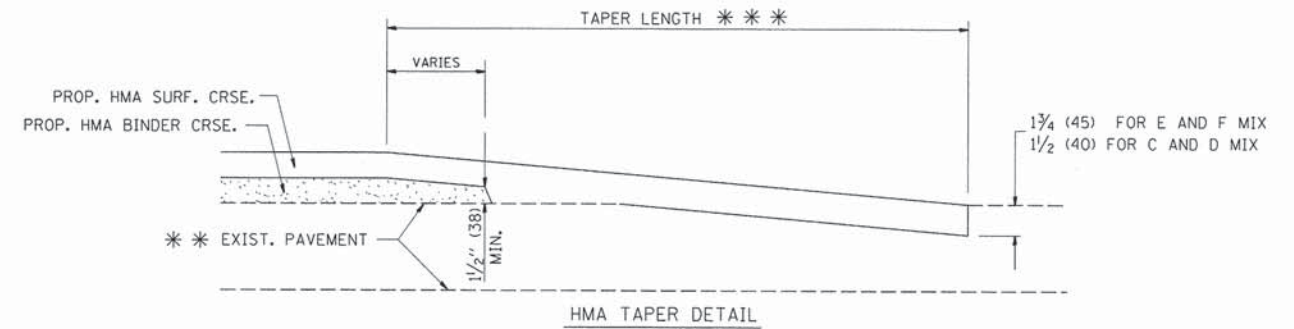
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

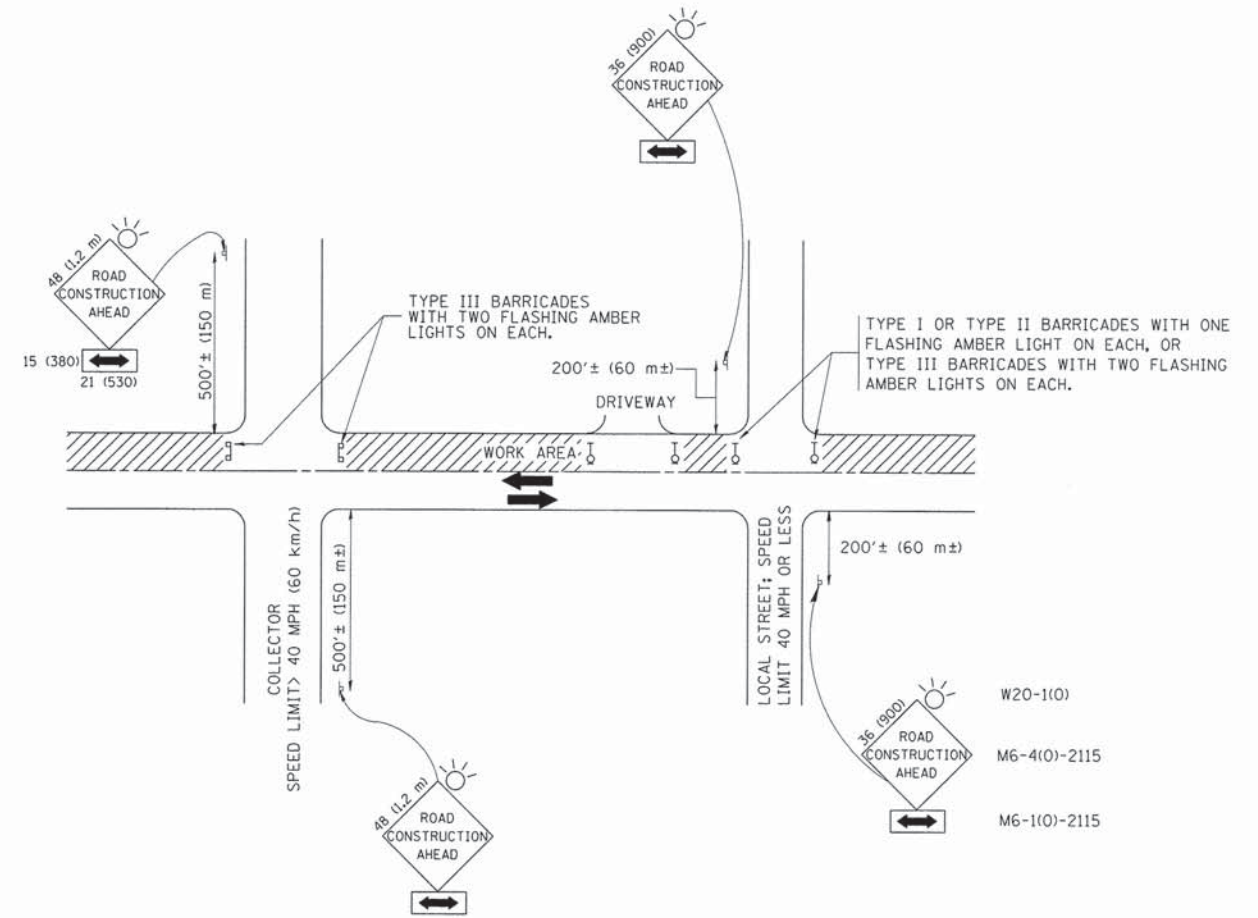
FILE NAME =	USER NAME = .USER.	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
N:\dgn\NA\NA527_RandallResurfacingSouth	sheeta\NA527_16ButtJointDetail.180-32.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 1/8" ft / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 2/17/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 16 OF 22 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	16
BD400-05 BD32		CONTRACT NO. 61841		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NA527_16ButtJointDetail.180-32.dgn 2/17/2015 9:47:00 AM



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

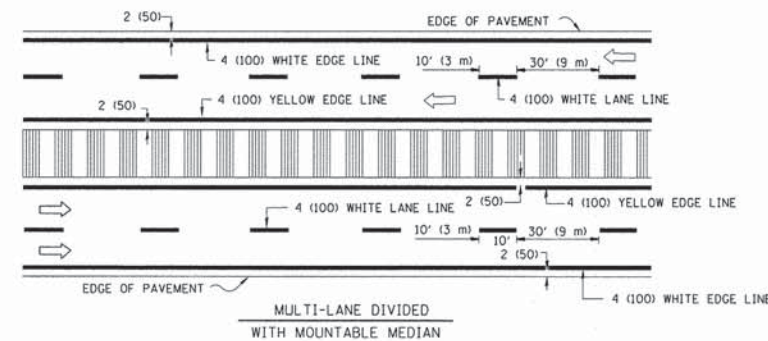
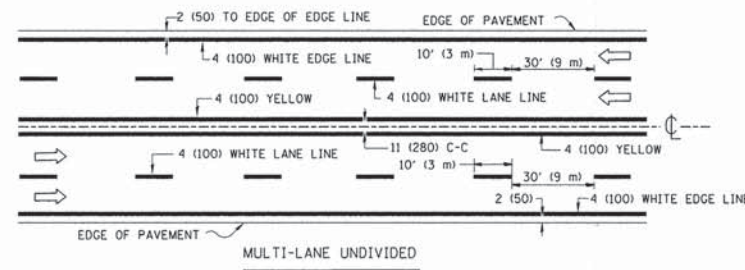
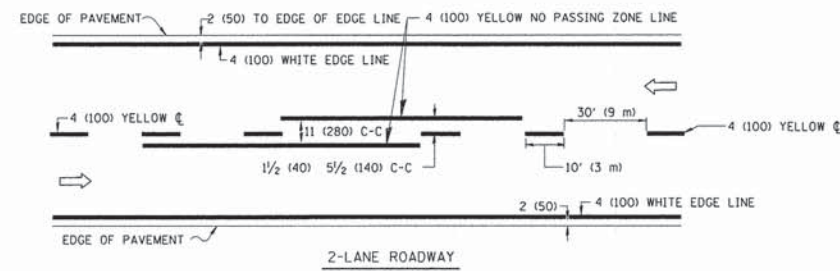
FILE NAME *	USER NAME = .USER.	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
N:\dgn\NA\NAS27_RandallResurfacingSouth	sheets\NAS27_17TrafficControlDetail.TC-18.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 1/80 ft / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/17/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

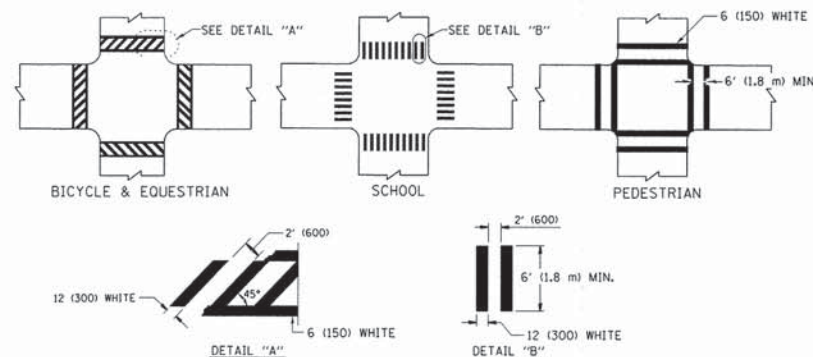
SCALE: NONE SHEET NO. 17 OF 22 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	17
TC-10			CONTRACT NO. 61841	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

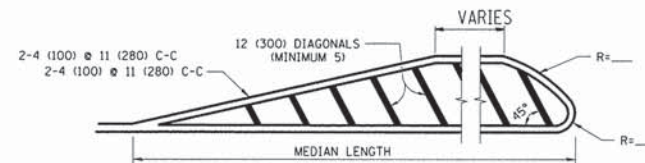
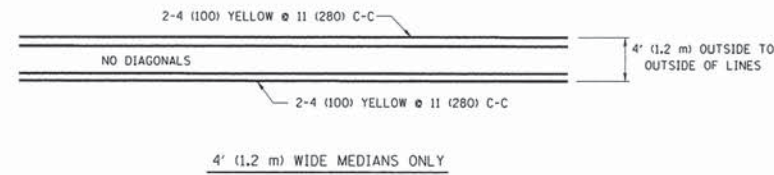


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

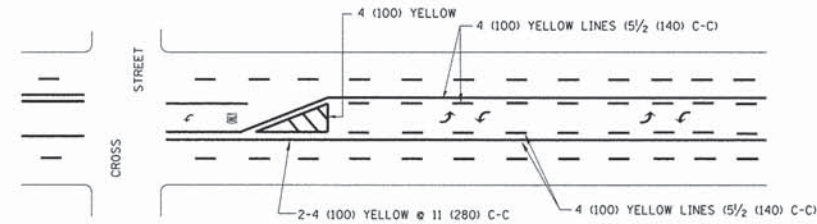


TYPICAL CROSSWALK MARKING

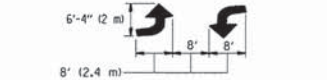


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

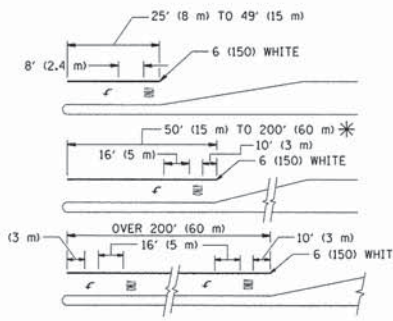


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

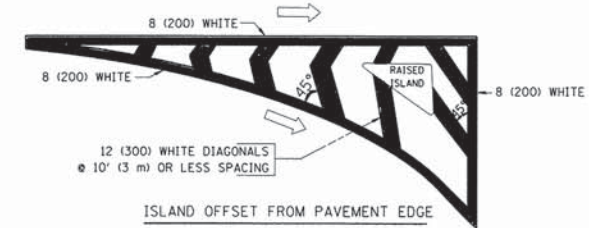
TYPICAL PAINTED MEDIAN MARKING



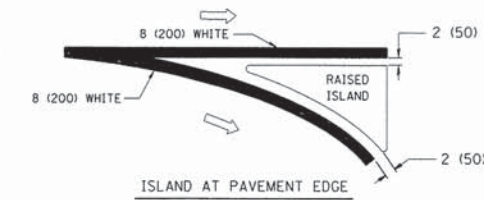
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

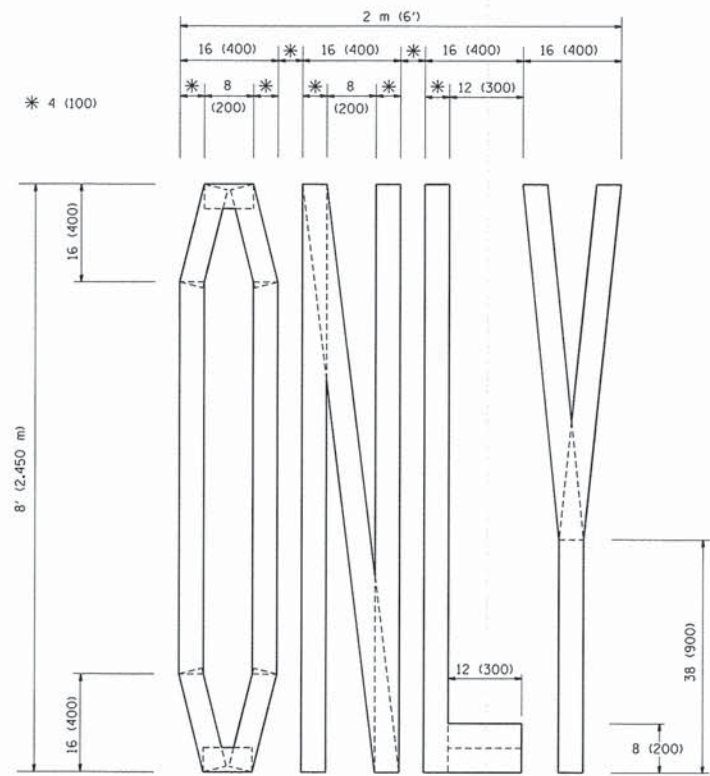
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINES; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

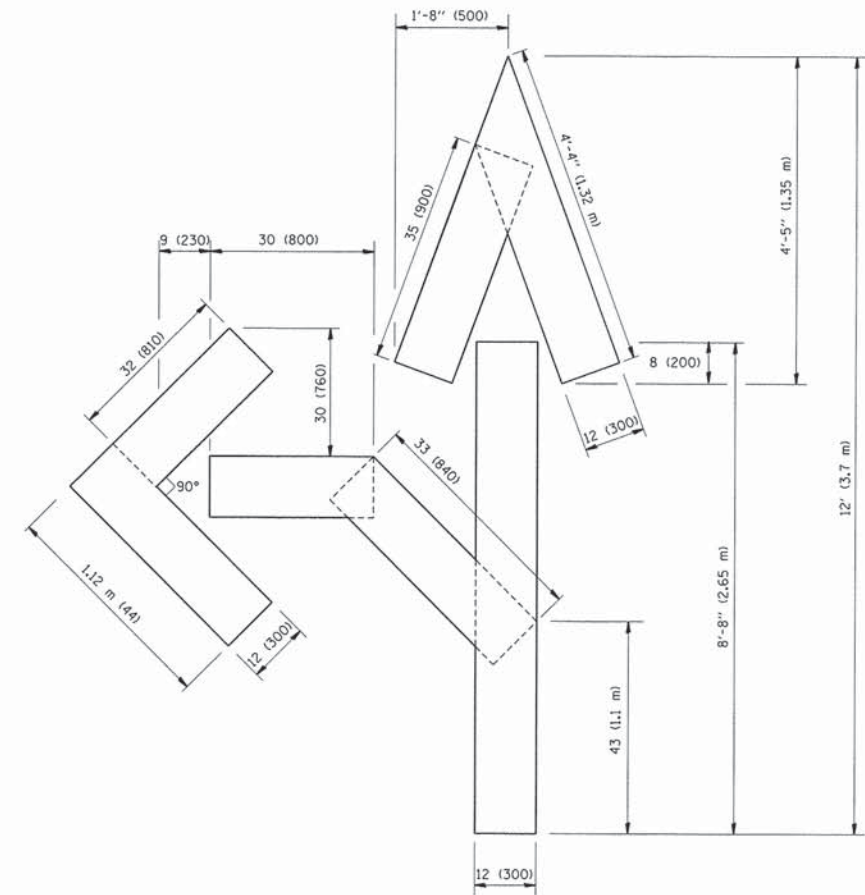
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = N:\dgn\VA\VA527_RandallResurfacingSouth	USER NAME = USER sheets\VA527-18PavementMarkingDetails.TC-13.dwg	DESIGNED - EVERS DRAWN -	REVISED -T. RAMMACHER 10-27-94 REVISED -C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A. - RTE. 2505	SECTION 15-00055-00-RS	COUNTY KANE	TOTAL SHEETS 22	SHEET NO. 18
PLOT SCALE = 1/80 FT. / IN. PLOT DATE = 2/17/2015				CHECKED - DATE - 03-19-90	SCALE: NONE.	SHEET NO. 18 OF 22 SHEETS		STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
						TC-13		CONTRACT NO. 61841		

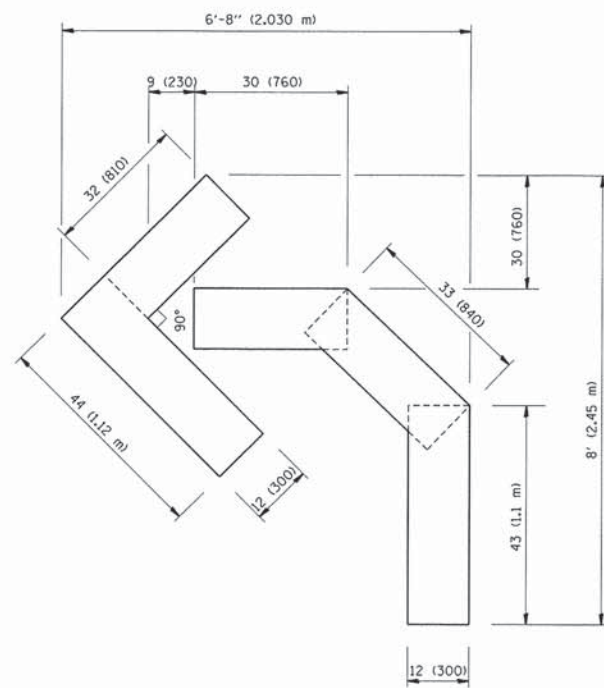
N:\dgn\VA\VA527_RandallResurfacingSouth.dwg 2/17/2015 9:48:00 AM



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

All dimensions are in inches (millimeters) unless otherwise shown.

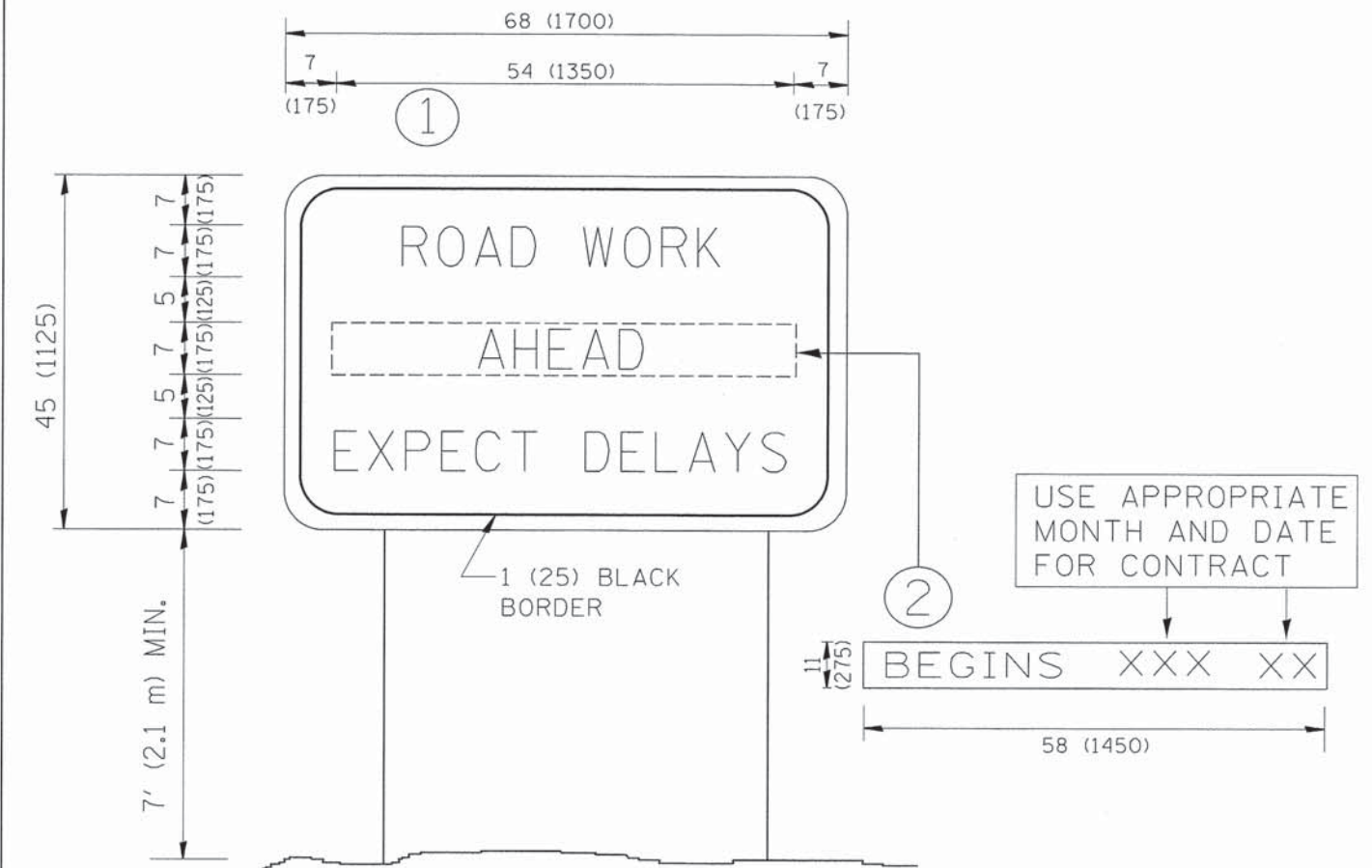
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\\vdgn\NA\NA527_RandallResurfacingSouth	sheets\NA527_19PavMarkLettersSymbols_TC-16	DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 1/8" ft / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 2/17/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING**

SCALE: NONE SHEET NO. 19 OF 22 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	19
TC-16		CONTRACT NO. 61841		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

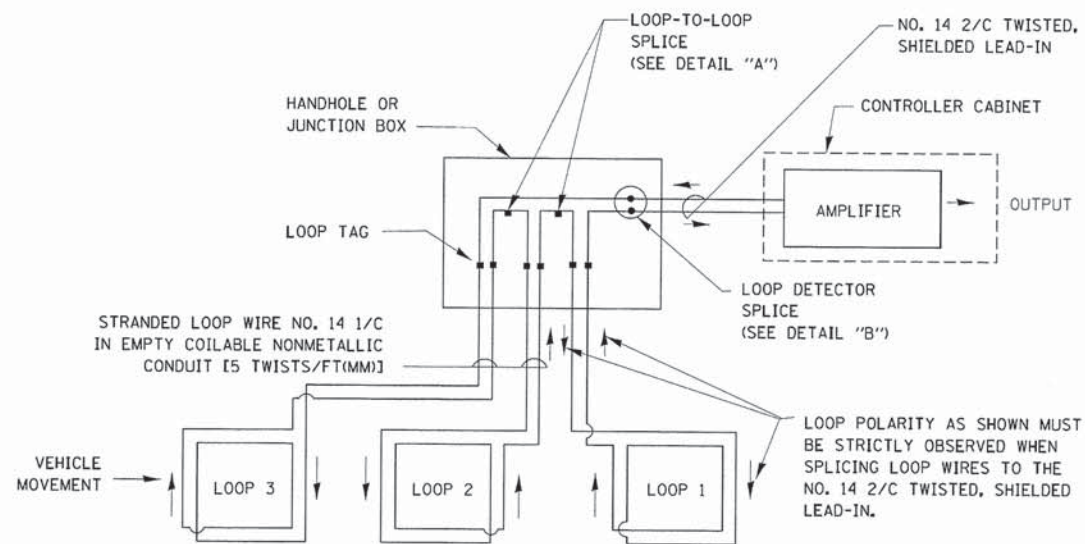
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 1.00" Ft / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 61841			
	PLOT DATE = 2/17/2015	DATE -	REVISED - C. JUCIUS 01-31-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE: NONE		SHEET NO. 20 OF 22 SHEETS		STA.		TO STA.	

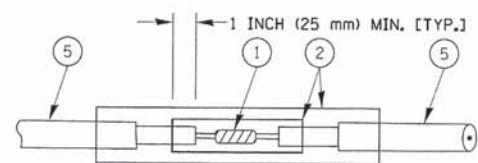
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

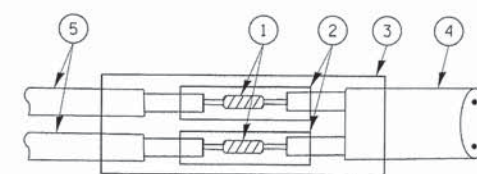


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

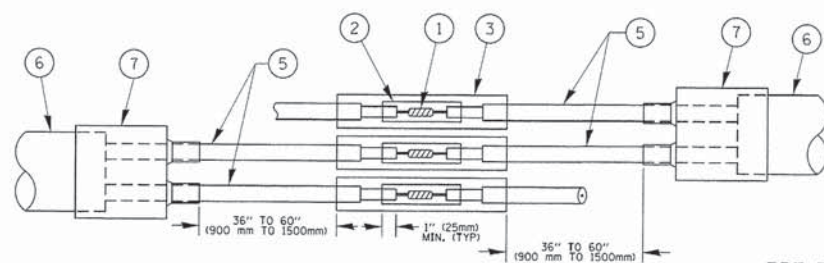


DETAIL "A"
LOOP-TO-LOOP SPLICE

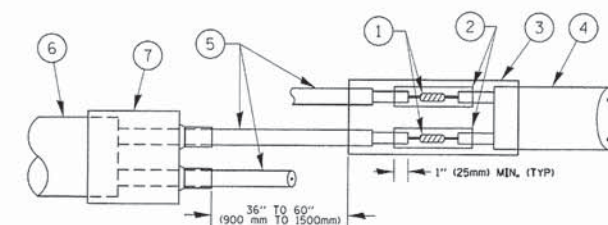


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

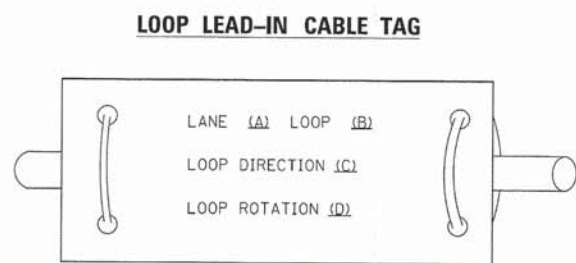


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

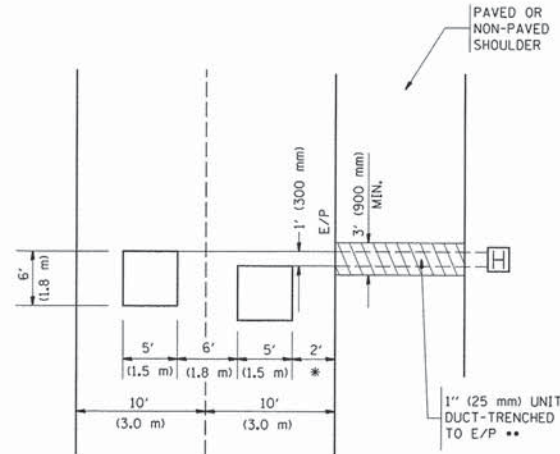


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

FILE NAME =	USER NAME = Footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
est\work\pvidot\footemj\d08100315\ts05.dgn	DRAWN - BCK	CHECKED - DAD	REVISED -			2505	15-00055-00-RS	KANE	22	21	
PLOT SCALE = 50.0000' / in.	DATE - 10-28-09	REVISED -	SCALE: NONE			SHEET NO. 21 OF 22 SHEETS		STA. TO STA.		CONTRACT NO. 61B41	
PLOT DATE = 1/13/2014	REVISED -					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT					

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



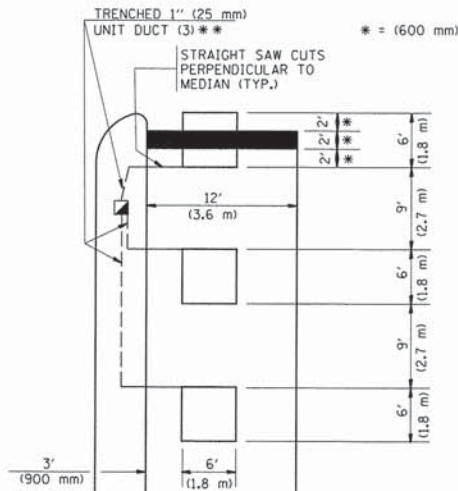
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

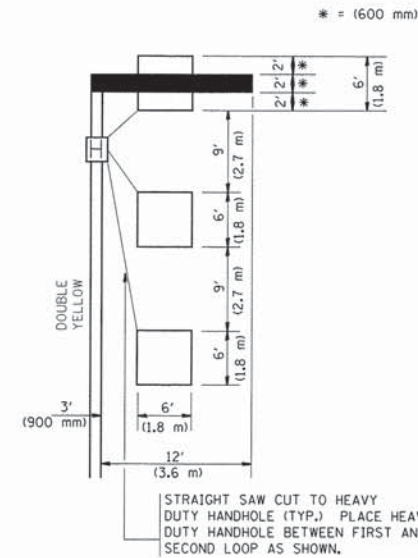


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

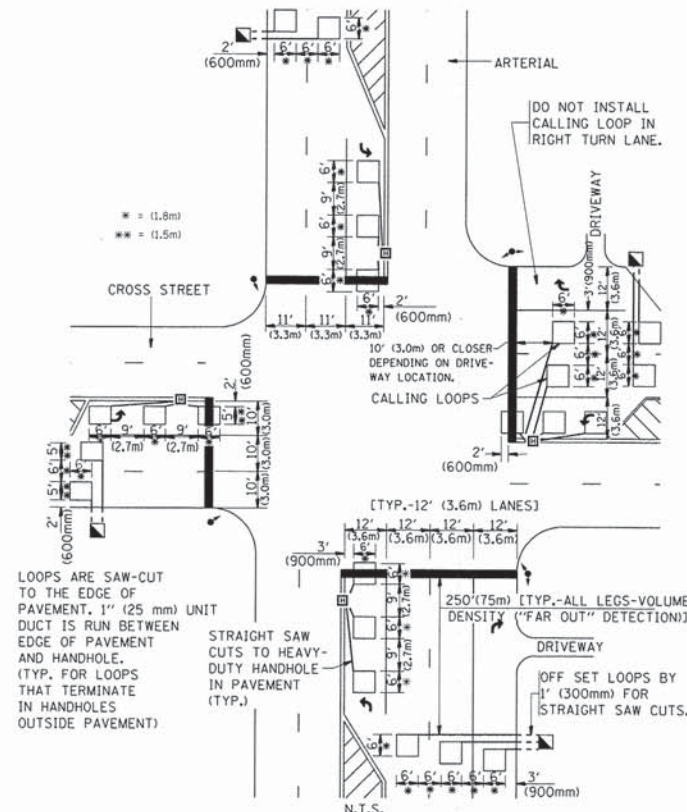
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



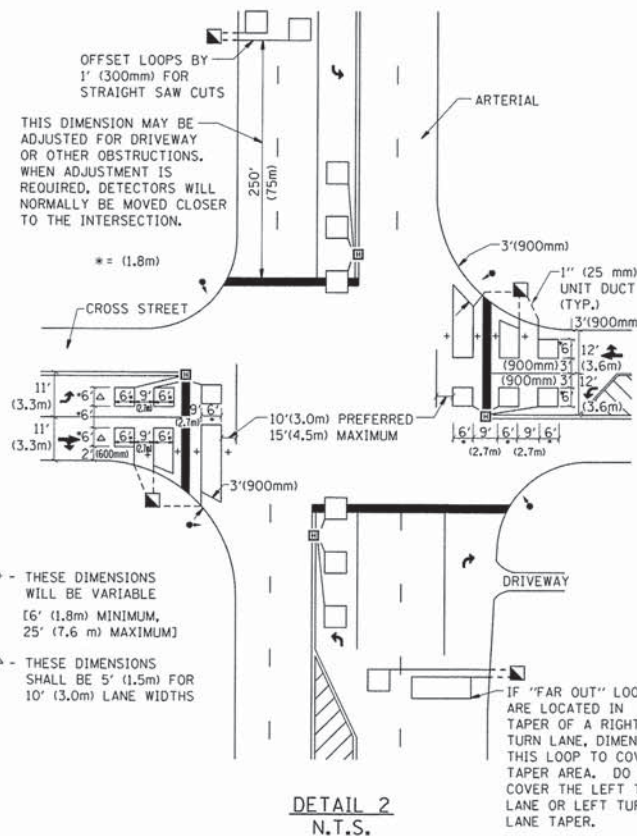
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



DETAIL 1
N.T.S.

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED -
N:\dgn\NA\NAS27_RandallResurfacingSouth	sheets\NAS27_22DetectorLoopInstal_TS-7.dgn	DRAWN -	REVISED -
	PLOT SCALE = 1/8" ft / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 2/17/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

SCALE: NONE SHEET NO. 22 OF 22 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2505	15-00055-00-RS	KANE	22	22
TS-07			CONTRACT NO. 61B41	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				